The Sydney Morning Herald.

No. 6354.—VOL. XXXIX. MONDAY, OCTOBER 18, 1858. [PRICE FOURPENCE.

BIRTHS.

On 6th instant, at Thora, Walcha, the wife of Edward Norton, of a son.

On 7th instant, at Cunningalla, Upper Williams River, Mrs. Forest Dowling, of a daughter.

On 12th instant, at Newcastle, Mrs. John Broughton, of a daughter.

On 13th instant, at Upper William-street, Mrs. James S. Dowling, of a son.

On 16th instant, at the Victoria Barracks, the wife of Lieutenant C. Saunders, 12th Regiment, of a daughter.

MARRIAGES.

On Tuesday, 12th October, at St. Michael's Church, Surry Hills, Sydney, by the Rev. Mr. King, Mr. George Mortimore, of South Sydney, late of Teignmouth, Devonshire, to Isabella, second daughter of Mr. Hugh Weir, of Sydney.

On Friday, the 15th instant, by special license, by the Rev. Dr. Lang, Mr. John Murray Pringle, mariner, a native of Edinburgh, Scotland, to Sarah Carroll, of Woolloomooloo, a native of Liverpool, England.

DEATHS.

On the 2nd of July last, killed by the accidental explosion of a locomotive steam boiler, at Messrs. Sharp, Stewart, and Co.'s Atlas Works, Manchester, Mr. Thomas Grinsell Nicholl, eldest son of William Grinsell Nicholl, Esq., sculptor, late of this city, and beloved brother of Mrs. John Russell, of William-street, Woolloomooloo, aged 23 years.

On Friday, the 8th instant, at Upper Paddington, after a long and painful illness, aged 31 years, Jane, the beloved wife of Mr. John Gould, architect, Sydney.

On the 13th instant, at Paddington, Herbert, the infant son of J. S. Lennon, Esq., aged 6 months.

On the 13th instant, at her residence, Glebe Road, Elizabeth, relict of the late John Tooth, Esq., in the 82nd year of her age.

On the 16th instant, at her residence, Sussex-street, Mrs. Ellen Hale, in the 82nd year of her age; leaving a large family and circle of friends to mourn their loss.

On the 16th instant, at Camperdown, Mrs. Elizabeth Todd, late of Sunderland, county of Durham, England, much and deservedly lamented, aged 28 years. Requiescat in pace.

SHIP ADVERTISEMENTS.

ROYAL MAIL STEAMPACKET COMPANY.—OVERLAND ROUTE.

The Royal Mail steamship EMEU, THOMAS SMALL, Esq., commander, will be despatched for CEYLON [illegible]

SHIP ADVERTISEMENTS.

FOR WELLINGTON direct.—A regular trader.—The fine fast-sailing brigantine CHEETAH, 166 tons register, D. JOYCE, commander, having two-thirds of her cargo engaged, will be despatched in a few days. Has superior accommodation for cabin and steerage passengers. For freight or passage apply to Captain JOYCE, on board, at the Grafton Wharf; or to BUYERS and LEARMONTH, Charlotte-place.

ONLY VESSEL for AUCKLAND.—The regular trader, GERTRUDE, Captain DUNNING, is loading for Auckland, at the Grafton Wharf, and will be despatched with all possible speed, with the English mails. Shippers are requested to complete their engagement. For freight or passage apply on board; or to GILFILLAN and CO., 12, Macquarie-place.

FOR SAN FRANCISCO.—The fine clipper ship WILLIAM KIRCHNER will have immediate despatch, and offers the best chance to parties wishing to reach the Fraser River Gold-fields. The accommodations for second class passengers are very superior, and as only a limited number will be taken, immediate application is necessary.

MERRILL and LEAVITT, 3, Macquarie-place; or GEORGE CLINCH, on board in the Cove.

ABERDEEN CLIPPER LINE.—For LONDON.—Sailing regularly every month throughout the year. This well known and favourite line of clippers, belonging to Messrs. George Thompson and Co., and consisting of the fastest ships in the Australian trade, will leave Sydney as above.

Shippers are requested to take notice that, in order to ensure the necessary regularity, no cargo will be received alongside after the 25th of each month.

Intending passengers are requested to examine the superior accommodation of this splendid fleet. Passages can be secured for any desired month upon application to the agents.

MAID OF JUDAH, MITCHELL, 650 tons, will sail in a few days.

WOOLLOOMOOLOO, ROSS, 627 tons, will sail 1st November.

DAMASCUS, ALEXANDER, 984 tons, will sail 1st December.

MONTEFIORE, GRAHAM, and CO.

ABERDEEN CLIPPER LINE FOR LONDON.—The favourite ship MAID OF JUDAH, W. C. MITCHELL, commander, will sail in a few days, and offers the only certain opportunity of landing wool in time for the February sales. Has still a few cabins disengaged, and room for a limited number of intermediate passengers. An experienced surgeon accompanies the ship. For freight or passage apply to Captain MITCHELL, on board; or to MONTEFIORE, GRAHAM, and CO.

FOR LONDON.—The new and beautiful A1 13 years clipper ship NOURMAHAL, Captain L. C. BRAYLEY, is far advanced in loading, and will be quickly despatched. She is well known for her fast sailing qualities, and has cabin accommodations of the most superior order. A few intermediate passengers—for whom large and comfortable berths are provided—will be taken. She is lying opposite the Custom House, Circular Quay, and presents a conveyance unsurpassed for either shippers or passengers.

Apply to Captain BRAYLEY, on board, Circular Quay, [illegible]

CRUEL, wicked one, now that you have wrecked my happiness, you care not how you behave to me. Is this your promised friendship? It is too theatrical to [illegible]

TO X.—Will you meet me at H.O., at 11 o'clock THIS DAY, Monday, and I will explain all to you. M. X.

[illegible] ADVERTISED FOR.

C. W. LE RICHE, who left London for New Zealand, near three years ago, then went to Australia: his anxious parents ask information about him. To be sent to THOMAS PALMER, 7, Bridge-street, Sydney.

ELPSIN and ELLEN KINNEY, please leave your address at 174, Cumberland-street, for JOHN HIGGINS.

ENQUIRY having been made of the Government, respecting the undermentioned individuals, it is requested that any person who can afford information regarding them will have the goodness to communicate the same to the Inspector-General of Police:—

JOSEPH HUTTON, from the county of Cornwall, England, and late of Liverpool-street, Sydney.

MICHAEL DOLAN, arrived in Sydney in the year 1841, formerly in the service of the Honorable Robert King, of Rockingham, near Boyle, county of Roscommon.

JOHN M'LERIE, Inspector-General of Police.

Elizabeth-street, Sydney, October 15.

GEORGE STARLING, supposed to be at Bathurst, is requested to write to his WIFE.

IF GEORGE CUTLER, who left Hinton, near Christchurch, England, a few years ago, and who is supposed to be living near Sydney, will call on board the Clarendon, at Mansmore's Wharf, and enquire for the CAPTAIN, he will be able to give him news from the old country.

IF HUGH MORHEAD, native of Scotland, parish of Borthwick, will call at, or send his address to, Mr. JOHN OGDEN'S, Balmain, he will hear of his father and mother.

JOHN WELLINGTON STOCK, or JOHN WELLING- [illegible]

NOTES OF THE WEEK.

Saturday, 16th October.

The stream of adventurers has been diverted from the North. They are pouring back from Keppel Bay and Port Curtis. Some, however, are still going, and these are the men who will be most likely to succeed if there are paying gold-fields in the neighbourhood of the Fitzroy River. They are mostly practical miners, who know and appreciate the difficulties which they will have to encounter, and who have both funds and stamina to give the country a fair trial. It still remains to be shown whether or not this region is sufficiently auriferous to maintain a large digging population. That the crowds of men—the bulk of them most unfit for such an enterprise—who rushed to the northward should have failed, does not prove the absence of paying gold-fields. Had the finest auriferous country yet discovered been covered by such a mob, and with similar rapidity, it would most likely have been pronounced a failure. There has not been time to "prospect" the country. But measures have at length been taken to do this effectually; properly equipped parties having been sent out by the local commissioner, Captain O'Connell, for this purpose. The experienced diggers who have remained there, and who have recently gone up, will also aid, materially, in solving this problem; and in order that the best and earliest intelligence of the results of these further researches may be made public, the *Herald's* Special Commissioner has returned to the country in question. But while we are indisposed to admit that the existence of paying gold-fields in that quarter has been disproved, we strongly deprecate any further emigration there. If, when this problem shall have been solved, the presence of gold in large quantities should be established, there will be plenty of time and plenty of room for wealth-seekers. This is what we have always maintained and sought to impress. Up to the present time the maniacal rush to the Fitzroy has, unquestionably, produced frightful distress and disorder, the full limit of which is not yet known. One result has been to cast loose a great quantity of labour, but we are glad to learn that arrangements have been made for the absorption of a large proportion of this labour in railway works. What efforts are to be made, under the authority of the Executive, for relieving the extreme destitution still prevailing among the crowds at Rockhampton, we are not aware. The only statement upon this subject which has yet appeared, is that a free issue of rations has been made, or is about to be made, to such as stand absolutely in need of this kind of aid. Another source of relief will be found in the other gold-fields of the colony, from which the news has latterly been generally of a cheering character.

At the last meeting of the City Council an effort was made to rescind the former resolution, under which there was a refusal to pay the outstanding interest upon the sewerage debentures. This effort, however, was in vain. A majority of the Council has determined to adhere to its old system of repudiation, because the debt was contracted at a time when the management of civic affairs was in the hands of a Government commission. The Mayor told his worthy colleagues, plain enough, that they were bound to pay, and could, probably, be made to pay. But it seems that they would rather be forced to pay than do so voluntarily. Doubtless, they will be gratified in their wish. We are happy to say, however, that at the same meeting, at which this course was determined upon a resolution was adopted which commands our unqualified approval—a resolution for the erection of public baths for females, in the Government domain.

We have had, during the week, a celestial visitor of great celebrity. The comet of 1556 has shown itself at the antipodes, on its return from its 300 years' travel. It was first seen in Sydney on Tuesday evening, but had, we understand, been visible to the northward some evenings earlier. It is very brilliant and beautiful, and seems to have increased both in brilliancy and beauty every evening since its first appearance. Its character, size, and position, have been fully described by several scientific correspondents who have observed it.

The heavy rains with which the metropolis and its vicinity were recently visited have given place to a summer heat. These rains, however, we are most happy to learn, have extended over all parts of the colony near the sea, even so far north as the Fitzroy River. Such a visitation was much needed, as vegetation was sadly parched in many quarters. The effects of the recent showers are already visible in the quantity and quality of the vegetables brought to market. Products of this kind have, however, been very seriously lessened and deteriorated this year by the ravages of the aphis, and many have been the schemes devised for the destruction of that devastating insect. The last, and apparently the most effective, has been the use of hot water to the plants infested. This is said to have cleared away the insects completely, without materially damaging the plant.

For some reason—the nature of which we cannot surmise—the Government has refused any longer to permit the exhibitions of the Agricultural and Horticultural Society to be held in the Botanic Gardens; consequently, there has been no spring show. This is vexatious, inasmuch as the interests of that thriving young association may be injured by it, and its progress and usefulness proportionately retarded. Many of its members, we fear, have been more attracted by the periodical flower shows than by anything else, and some of these may fall out. But to those who have the work of this society at heart, the check thus given, in a quarter from whence it has hitherto been aided, will serve but as a signal for a more determined support. The result will probably be a better attendance and more spirited discussion at the monthly meetings.

The Parliamentary business of the week, in both Houses, has been interesting, but it has chiefly consisted of committee discussions and legislation on matter of detail, which need not be here discussed. The Upper House is at present the centre of attraction, owing to the position there of the Electoral Reform Bill. That measure has undergone a very material change in committee. The ballot has passed, and the franchise restored, in all most important respects, to its former footing. This has been done very quietly, and it is doubtful whether the amendments will be quietly acquiesced in by the Assembly. Rumour avers that the total rejection of the bill, in its amended form, will be a probable result. But we cannot believe in so extraordinary a step as the rejection of the great bill of the session, until we see that step actually taken. The bill was so greatly changed, even in the Assembly itself, that it had ceased to be the bill of the Ministry; and it seems scarcely probable that there will be an united action against it by these gentlemen and their supporters because it has sustained a few further alterations, particularly as the scheme of electoral divisions has been left unchanged.

The annual general meeting of the members of the Australian Benevolent Society of Blues (gentlemen educated in Christ's Hospital, London) was held at the Royal Hotel, on Tuesday evening last, Mr. Pinhey, president of the society, in the chair. There was a full attendance of members. The report, together with the treasurer's accounts, were unanimously passed; the latter showed a balance in favour of the society of £238. Loans to members made during the year amounted to £55.

Sir William Denison has proceeded from Wollongong to Kiama, and will make himself thoroughly acquainted with the beautiful district of Illawarra ere he returns to Sydney. It will well repay his Excellency for his trouble in so doing.

The intelligence received by the July and August mails, in the early part of the week, has had an inspiriting effect. It came in the right time to operate as a counteracting agent against the gloom produced by the present failure of the supposed Northern gold-fields. The intelligence that a strong agitation has been commenced in London in favour of the Panama route, affords a reasonable hope that the representations from hence, upon the same subject, will command a more complete and prompt attention than could otherwise, perhaps, have been expected for it. But in this, as in all other matters, continued local attention will be necessary. The necessity for prompt action must be urged here, and that perseveringly, or we shall be left to drift about becalmed, for Heaven knows how long, amidst the billows of red-tapeism.

It has been officially announced that the Government of the United States, while approving of what was done here in the memorable case of the mutiny on board the *Junior*, has instructed its representative in London to demand compensation for the detention of the barque Snapdragon, and the arrest of the master and chief officer of that vessel, under process of the Supreme Court. The grounds of this demand will be that our Judges pronounced a decree in violation of the principles of international law, when they decided that they had a right to arrest and hold to bail, in a civil action, for assault on board an American ship on the high seas.

REGISTRATION.—In conformity with the provisions of the Acts of the Legislative Council 19th Victoria, Nos. 30 and 34, for the celebration of marriages, and for the registration of births, deaths, and marriages, the undermentioned officiating minister has been registered at the Registrar-General's Office. Baptist Church:—The Rev. Benjamin Gilmore Wilson, District of Brisbane.

PARLIAMENTARY PAPER.

RAILWAY ACCIDENT.

(FINAL REPORT FROM COMMISSION OF INQUIRY.)

FINAL Report of the Commissioners appointed to inquire into the causes of the recent accident upon the Great Southern Railway, and to report whether the existing regulations and the general management of railways in this colony are such as adequately to ensure the safety of persons travelling by rail.

May it please your Excellency,—

We, the Commissioners, appointed to inquire into the causes of the recent accident upon the Great Southern Railway, and to report whether the existing regulations and the general management of the railways of this colony are such as adequately to ensure the safety of persons travelling by rail, in making inquiries with respect to the general regulations upon railways in this colony, have considered the subject under the three following heads—

1. The permanent way.
2. The rolling stock.
3. The management of the traffic.

The railway between Sydney and Parramatta we find to be defective in several respects. The cuttings and embankments are too narrow. The bridges are badly designed, and of improper materials. The number of sleepers originally laid down is insufficient; the ballast is deficient both in quantity and quality. It may be remarked, also, that the excessive rains of this country aggravate the inconveniences arising from the above sources.

The rails which have been laid down are not of the form which secures the greatest strength with a given quantity of metal; but we do not consider that any danger or inconvenience is likely to arise from this source, for the rails are of amply sufficient strength for any amount of traffic for which they are likely to be required.

It is to be observed, also, that the defects which have been pointed out increase the expense of maintaining the railway, but do not, under careful management, necessarily involve any actual danger in the conduct of the traffic; and, as we have already reported, steps were taken several months ago by Mr. Whitton to ameliorate the condition of the roadway; and we are glad to find that he has not been in any way hampered in carrying out such works as he may have thought necessary or advisable.

The system which has been established by Mr. Whitton for the maintenance of a permanent way seems as efficient as the peculiar circumstances of this colony admit; and we do not find it necessary to recommend any measures supplementary to those which he has already initiated or carried out.

With the exception of the locomotive engines, the rolling stock is of the same kind as that made use of in England under similar circumstances, and is of the best and most approved construction. We do not find it necessary to recommend any change in the system of supervision and inspection in this branch of the service.

The locomotive engines are, obviously, unfit for the service in which they are employed; they are unnecessarily heavy, and consequently severe upon the permanent way; and, in consequence of other defects, they are unusually expensive in maintenance, for the amount of work which they perform. An ultimate saving would, probably, be effected by the adoption of Mr. Whitton's recommendation, that these engines should be replaced by others of a more suitable construction.

In the conduct of the traffic all the usual precautions have been adopted, and we cannot find that any alteration is required in the code of signals, or in the general regulations. We consider, however, that it would conduce to the safety of the passenger trains if some plan were adopted for securing a certain means of communication between the guard and the engine-driver.

We are convinced, after a careful investigation of the subject, that in a passenger train horse-boxes and trucks should be placed at the tail of the train. We do not, however, consider that the danger is increased in any material degree by placing them in any other part of the train; and it seems to be the generally received opinion that they should be placed next to the tender. This part of the subject will be found fully discussed in our last examination of Mr. Whitton.

We are surprised to find that the electric telegraph has not yet, in consequence of the want of instruments, been made fully available as a means of facilitating the safe and efficient conduct of the traffic. We understand, however, that this defect will soon be remedied. If at any future time there be any appreciable amount of traffic upon the Northern line, both safety and economy will probably be secured by the establishment of telegraphic communication between the stations.

In concluding this long and laborious investigation, we cannot forbear from remarking, that the extreme difficulty which we have encountered with respect to the recent accident was in a great measure occasioned by two circumstances:—

1. The time which elapsed before the commencement of our inquiry.
2. The extent to which the condition of the roadway and of the carriages was altered before we had any opportunity of inspecting them.

In order to prevent such difficulty in future, it seems to us advisable that some person or persons not connected with the Railway Department should be appointed to take cognizance of accidents; and that measures should be adopted to prevent any repairs being made of the roadway or alteration in the condition or position of the carriages (more than might be necessary for the rescue of passengers) until the whole had been inspected by the persons appointed for that purpose.

We are happy in being able to state, that in carrying on our inquiry we have received every possible assistance from the Chief Commissioner, from Mr. Whitton, and from the other officers of the department.

M. B. PELL, Chairman.
E. O. MORIARTY.

THE RIVAL ROUTES.

(*From an English Paper.*)

London, July 29th.

AN influential meeting of members of the Australian Association, and others, was held at the London Tavern, on Thursday, to consider the general subject of the postal communication between England and the colonies of Australia and New Zealand, and for the special purpose of taking into consideration a series of resolutions adopted by the passengers on board the Victoria Australian steamship, those resolutions having been signed by some of the most influential gentlemen of the colony.

In the absence of the chairman of the association, Mr. Young was requested to take the chair.

The chairman explained, that this meeting of the general association was convened in consequence of the recommendation of a committee to which the resolutions passed on board the Victoria had been referred. It was thought desirable that no determination should be come to upon resolutions of so much importance without submitting them *seriatim* to a meeting of the general association. With respect to the resolutions themselves, he might at once inform the meeting that, with the exception of the 7th and 8th, upon which some discussion would probably arise, inasmuch as they opened the question of the Panama route either antagonistically to or in conjunction with the present Suez route, they were of a character at once to claim the support of the meeting. They all knew the importance of improving the communication with Australia, for they must all have felt the inconvenience of the long protracted maladministration of this service. The present was the fitting time, and the best opportunity, for them to join together, for if they were unanimous, and would consent to set aside petty jealousies and supposed local interests, they might have some influence with the Government. (Hear, hear.) If, on the contrary, they were divided amongst themselves, they could not expect the Government to pay much attention to their representations. He would now put the resolutions *seriatim* which had been agreed to on board the Victoria. (Hear, hear.)

The first, second, and third resolutions were then put from the chair, and adopted by the meeting without discussion, namely:—

1. That the continuous failures by which the various schemes for effecting mail communication between Great Britain and Australia have been characterised, have been productive of very serious loss and inconvenience to all exposed to their influence, and have led to the deepest mortification and dissatisfaction throughout the colonies.

2. That the present aspect of affairs connected with the service affords no reasonable hope of any improvement; but, on the contrary, the flagrant inadequacy of all the arrangements is daily becoming more thoroughly apparent.

3. That even with a main line of the most inefficient and irregular character, the mails are increasing in number and importance, and an amount of traffic is growing up, of an extent and with a rapidity calculated to show the very large and profitable results certainly contingent upon a service conducted with spirit, speed, and regularity.

The chairman, in putting the fourth resolution, namely—

That the great dissatisfaction with the present service is shown by resolutions and discussions in the Australian Parliaments and Chambers of Commerce, and by petitions presented to the House of Commons, urging the termination of the existing contract, a proceeding which appears imperatively called for, and essential to putting the service put upon a proper footing.

said that he thought it would be desirable to strike out the words "presented to the House of Commons." He made this suggestion to the meeting upon the ground of accuracy only, for he believed that, in point of fact, no petitions had been presented to the house.

Mr. Fitzgerald moved that the resolution be altogether struck out, for, in point of fact, the contract to which it referred had already been put an end to, as the meeting was, doubtless, aware.

Lord A. Churchill thought it would be desirable to retain the resolution in its present form, as a record of the fact that the contract had been viewed with great dissatisfaction by the Australian Parliaments.

The chairman said that, so far as he understood the question, the series of resolutions in his hand met, to a considerable extent, the feelings of the colonists with regard to the postal service, and were, therefore, taken by this meeting as a basis for their deliberations. (Hear, hear.) It would, of course be competent for gentlemen present to amend, if necessary, as to matters of fact; but he thought it would be judicious to retain them. If the meeting confirmed the resolutions, the association could furnish the Government with them, with the view of influencing them in making any new contracts they might have in contemplation.

After a short discussion, Mr. Fitzgerald withdrew his motion; and the resolution as amended, was carried.

The chairman next put the following resolutions:—

5. That the unsatisfactory working of the former experiment by the route by Suez is so clearly traceable to mismanagement and want of experience, that its effective operation is undoubted, if undertaken by competent parties, possessed of the necessary means, and that nothing should be allowed to supersede the service by that line.

6. That the dissatisfaction universally prevailing in Australia is attributable solely to the delays and irregularities of the service, the amount of subsidy having always been considered of secondary importance to a service upon which the colonies could implicitly depend.

Agreed to without discussion.

The chairman proposed resolutions 7 and 8, upon which the whole question of rival routes turns, namely:—

7. That the importance to which the Australian colonies have now attained seems to entitle them to a postal communication of no longer date than fortnightly, and that a line established between Sydney and Panama, via New Zealand, has for many reasons become extremely desirable, if not a matter of actual necessity, would meet the requirements of the colonists of New South Wales, and by the action of a legitimate rivalry, would tend to lead to great efficiency in the entire service.

8. That the very great importance of a mail service *via* Panama is clearly shown by reference to the serious disadvantages under which the important colonies of New South Wales and New Zealand labour from their local position, no sufficient relief being attainable under the present system. Very great advantage will, moreover, be derived from this route in the event of any interruption to the mail service *via* Suez by political disturbances in Europe; while a direct communication will be opened up with the United States and South America, the importance of which can scarcely be too highly appreciated.

The resolutions having been put,

Mr. De Salis said: I rise, Sir, to support those two resolutions, and, in so doing, permit me to express my surprise that the principle they involve has not before now, received the sanction of the association. Three weeks since, when we sat here to discuss the question of the Panama route, I moved a resolution to the effect that this association should address the Government upon this question. Upon that occasion some gentlemen objected to the resolution I submitted, upon the ground that it was premature, and that they required time to consider the subject. I, of course, did not press that resolution against such an objection, although I felt at the time that the reason urged against coming to a decision was not a valid one, for the whole question has been discussed by the colonies for the last three years. (Hear, hear.) It has had the fullest consideration, and the object which I have in view has received the unanimous approval of the legislature of, at least, one of the colonies interested; and in short, no subject has been more thoroughly ventilated than that of the necessity of communication to the colonies of Australia, via Panama. It was, therefore, with the greatest possible surprise that I heard of any opposition to this association—giving its support to a line via Panama, and the more so because this association was not asked to support that line as the main line. (Hear, hear.) On the contrary, it was distinctly understood and stated that gentlemen from the south, who asked support to this route, understood that it was to be considered subsidiary to the Suez route. (Hear, hear.) That matter having been distinctly stated, what objection on earth could there be to the colonists using a line established via Panama? No objections whatever were stated in public, but objections have been urged in private; and I am not surprised that they have not been otherwise advanced, for any gentleman who has a public character to maintain or establish must support these resolutions. I would ask the meeting, however, to consider what those objections, urged to me in private, were. They amounted to this—that those who made them did not wish our colonies to be Americanised. It is all very well to object to it, but the question is, can you prevent our colonies from being Americanised? I think not, unless you prevent at the same time that communication which in the nineteenth century must exist in civilised communities. That is not a ground upon which they can oppose a scheme so necessary to the commercial prosperity and progress of our colonies, and they might as well think of separating London from Panama or London from America. The idea is perfectly futile, and ought to be abandoned by any gentleman, or else he ought boldly to put it forward as the ground upon which he opposes the route via Panama. The next objection, and the only one upon which discussion can arise, is the question of expense. Upon this point I may remind the meeting that the Legislature of New South Wales has come forward and said it is willing to contribute liberally, and the Government of this country, in point of fact, puts itself in our hands, for it says "what do you think best for your respective colonies, and if you really think that the time has arrived when two services shall be established we are willing to contribute such sums as are necessary to carry out arrangements." Such is the feeling of the Government; but if this association resolves that the time has not arrived, the Government will turn round and say—"You are the accredited organs of the colonies—we will adopt your resolutions, and defer for the present, and to an indefinite period, this line, which the legislature of one of the Australian colonies has unanimously affirmed to be of the utmost importance to the progress and commercial prosperity of that colony." (A Voice: "The two colonies.") I am glad to be reminded of the two colonies—for there is New Zealand—(hear, hear)—a most important and valuable colony, and which, in my belief, will yet be the most valuable that this country possesses in those seas. Well, under all these circumstances, we are asked to-day to do very little—merely to affirm that it is necessary to complete that circle of steam communication which will be extended round the world when the Suez route is extended, if I may say so, from Sydney to Panama, and from thence to America and Southampton. I think this association will not be performing its duty by the colonists if it does not adopt these resolutions: nay more, I think that, in the colonies, this association will deserve to sink from its high position if it should come to any other decision than the one I think it is necessary it should in this instance adopt. I wish to make one remark in conclusion, namely, that, seeing the importance of the decision at which we are about to arrive, in adopting or rejecting these two resolutions, I think we ought to divide in the same manner as they do in the House of Commons—gentlemen present going to one side of the room or the other, according as they shall vote for or against the resolutions, and giving their names, so that they shall be published in the colonies, and it may be seen who are those in favor of promoting the progress and the prosperity of the colonies, and who are against that object. (Hear, hear.)

Mr. Youl.—Perhaps it may be well that I should state the course that has hitherto been pursued by the committee and the association with regard to these two routes. This association was formed in March, 1855, and from that time, till November in the same year, that committee, and almost every member of the association, believed that the Panama route was a shorter one. But in November, 1855, a pamphlet was put into our hands, showing clearly that by adopting the Suez route by the islands of San Diego Garcia we save 78 degrees of longitude.

A member.—What pamphlet?

Mr. Youl.—The pamphlet published by the Post-office committee. We did not take the charts merely, as, recommended by a writer in the *Times* the other day, but we instituted a strict examination, taking all the evidence which bore upon the question into account, and the remark was as I have stated. Upon this the committee drew up a memorial, which was presented to the Lords of the Treasury, and afterwards to the House of Commons in favour of that route; but after hearing that it was the one most conducive to the interests of the Australian colonies generally, I need not enter into the reasons why the contract has failed. You know that the ships employed were utterly unfit for the service. The association were anxious that the ships should be tried before they commenced the service under the contract; but that was not done, and the result was what was so freely prognosticated—the contract has broken down. So far, the committee have been unanimous to do nothing to disturb that route, believing that to be best, not for the benefit of Melbourne only, but for Sydney and New Zealand also. Upon that committee there were, as representing New South Wales, Mr. Wentworth, Sir W. M'Arthur, and Sir Charles Nicholson—men who are quite cognisant of what is most conducive to the interests of that colony.

THE ATLANTIC TELEGRAPH EXPEDITION.

CRUISE OF THE AGAMEMNON.

(From the Times' Correspondent.)

Queenstown, July 12.

At half-past 12 on Monday morning the Agamemnon anchored off Queenstown, after having, as your readers are now aware, failed in the attempts to submerge the Atlantic cable. The arrival of the Niagara must have made known the bare fact that the cable had parted, and the tremendous gales and unfavourable weather which all the squadron had to contend against, more or less, though only those on board the Agamemnon can be said to know the real nature of the peril which was encountered, and the long series of difficulties, mishaps, and misfortunes, which marked almost the entire cruise from first to last. Not often have so many adverse and disheartening circumstances been crammed into a voyage of thirty-three days; and never has the enterprise, skill, and courage of all connected with the undertaking been more conspicuously displayed than in overcoming each obstacle as it arose almost with every day. The next thing to success is to deserve it; and certainly if any scheme was ever entitled to prosper from the perseverance and devotion of those engaged in carrying it out, that success was unquestionably due to the efforts of all on board the Agamemnon in favour of the undertaking. For once, however, fortune did not favour the bold. The attempt to lay the cable failed three times, and once in the most mysterious manner; and those on board have only the satisfaction of knowing that everything that care and foresight could suggest was done. Beyond this consciousness that all has been achieved that was possible with such materials, no comfort is to be gleaned from the late attempts, except, perhaps, in the fact that as much or more wire still remains than the expedition was commenced with last year, and that both vessels will start again for another and a last attempt the instant they have filled with coal—that is, by Saturday next, at latest. What the result of the next attempt will be your readers will be better able to judge when, in the course of another day or two, they will have laid before them the causes which have led to the present failures, and the means, if any, which will be taken to guard against them for the future. In the mean time, they can judge for themselves of what has been done, and the difficulties which have been encountered on board the Agamemnon. Your readers are already aware that both the "wire" ships quitted England in the most unfavourable trim possible for bad weather. According to appearances, at starting, however, bad weather seemed of all others the risk least likely to be encountered, as everything had been foreseen, prognosticated, and provided for but a gale: that, of course, was out of the question. That traditional veteran, Brown, of the Transatlantic Line, who had weathered so many storms in the Atlantic, showed how, in June, one never had occurred; while Jones proved how it wouldn't, and Robinson made all serene by demonstrating clearly how it couldn't happen. We might meet light winds, and encounter some delay from calms and sultry weather, but a gale—a regular Atlantic storm—the very idea was food for laughter. So the wire squadron went to sea, with the two chief vessels laden almost to the water's edge, and in all other respects so little fitted for rough water that, had a little of the tremendous weather they experienced been foreseen at home, not a ship would have moved from Plymouth Sound. The Agamemnon had 2840 tons dead weight in her, a monstrous load for any ship of her tonnage, but made still more dangerous and overwhelming by the manner in which it was stowed. In her hold was the main coil, a compact mass of 1100 miles in length, and therefore 1100 tons in weight. On her orlop deck, right forward, between the eyes, as sailors say, was another coil of 100 tons, while on her upper deck, and also right forward, was a coil of 236 tons. The latter was of sufficient size to interfere seriously with the proper working of the vessel from the deck, and the united weights of all of course brought the Agamemnon down by the head to an almost unsafe extent. The two small coils, it was said, counteracted the weight of the ponderous mass in the bottom of the ship, and certainly, if they did not tend to check the vessel's rolling, at least they made it easier and less dangerous to the masts. When the ship did roll, however, there was a constant struggle between the weights at the bottom and the weights at the top, and the ship's sides as the levers along which the force of both was exerted and resisted, suffered in proportion. This, however, was not the evil of the upper deck coil, nor the reason which after the bad weather had set in made it an object of constant anxiety and almost of dread to all on board. It was bad enough to cruise with a dead weight forward of some 250 tons, a weight under which her deck planks gaped an inch apart, and her beams threatened daily to give way; but when to these evils was added the fear in bad weather that in some of her heavy rolls the whole mass would slip and take the vessel's side out, it will be seen that in the whole the precious coil was justly esteemed the *bête noire* of the entire affair—the mill-stone about the necks of all. However, as we have said, nobody thought of these things, when in the morning of the 10th of June the squadron quitted Plymouth. It was then to be a yachting cruise—a mere summer trip—and any talk of waterproofs and sou'-westers would have been more out of place in a drawing room than on the deck of the Agamemnon. The day favoured this illusion. The barometer stood at 30.64, the weather was hot and sultry, and after all sail had been set and re-set, and every naval artifice adopted to catch the breeze that would not come, Captain Preedy reluctantly (for we had little more than coals for the voyage home) gave orders to get up steam. The Niagara having plenty of coals, had the advantage of being always under steam, and the Valorous and Gorgon did mostly as the Agamemnon. Friday was the ditto of the previous day. The same coquettish breeze came fluttering through the rigging now and then, and it was "hands up screw" and make sail, and down screw and shorten sail, all day, till even Captain Preedy wearied in his efforts to save fuel, and so we steamed again. This was dull work. Every one wished for a breeze, and there were some who, never having been at sea before, muttered rash hopes that they might rather meet an Atlantic gale, and their wishes were gratified as it turned out, far more than the people who expressed them. Saturday the weather was cold and dull, but the breeze was so fresh that the screw was finally hoisted and fires raked out, while the Agamemnon, under royals and studding sails, went through the water at a rare pace, sending the foam from her bows, and leaving a broad trail of still water upon the angry sea behind. What could be better? But it became less enjoyable towards noon, when the wind and sea got up as the glass went down, and the water grew darker, and the clouds in the horizon were merged into a dirty haze, thickening towards the sea, and boding very ill, indeed, to a summer cruise. Before evening came the sail on the ship was reduced to half, for the wind was up, with squally gusts of heavy rain, and the barometer had gone below 29, and was still falling rapidly. Such was the night, but Sunday told its own tale, for even those least versed in the boisterous premonitory symptoms of an Atlantic gale could see at a glance that we were in for it. The sky seemed a wretched mist—half rain, half vapour—through which the other vessels of the squadron loomed faintly like their shadows, watery and unsubstantial as the Flying Dutchman. The sea had changed its bright crisp blue for a turgid foamy aspect, and the great waves of the Atlantic came rolling in in tremendous succession like hills of water with their tops all jagged and broken by the fierce wind, and their white crests of foam blown out into a stream of feathery spray that almost hid the huge dark gulfs between them. The Agamemnon, however, still kept on her way, rolling and straining heavily, and giving all a fair foretaste of what they might expect when the gale set in worse, for the wind was fast going round to the south-west, and it was evident we were only at the beginning. There was Divine service that day on the main deck, and, as officers and men sat in respectful silence, every change in the fast-increasing violence of the gale could be distinctly noted through the open hatchways. Heavy rain was falling, and a grayish looking scud was flying across the sky with inconceivable rapidity—every rope and shroud, tautened to the utmost, was humming with a loud clear noise, as if ten thousand accordions were going at once, while now and then, as the ship pitched up near the wind, her great sails flapped and slatted like peals of thunder, pitching the vessel with an uneasy vibration, as if the masts were coming out of her. Still, among the little congregation, no one moved more than was necessary to keep his seat as the ship lurched over, and the service proceeded as little disturbed by the war of elements outside as if all were assembled within the walls of a cathedral. Towards the end, however, Captain Preedy looked up wistfully through the hatchway once or twice, scrutinising the masts and sails with a keen glance, for the storm was getting worse, and the air darker and thicker every minute, and the hoarse roar through the rigging was drowning every other sound. Service over, it was "Hands reef topsails;" then again, after a little lapse, the same cry; and yet again, till at four in the afternoon, the Agamemnon was rushing through the foam under close reefed topsails and foresail. At half-past four we caught the last glimpse of the Gorgon, as, making a long stretch to windward, she was lost in the misty darkness that marked the horizon to windward. At five the Valorous began to drop astern, and by six she also had disappeared, but still the Niagara and Agamemnon held on together, the former under sail and steam, the latter, like all the English vessels, under sail alone. Of the two vessels specially appointed to convoy and assist, if necessary, the Agamemnon and Niagara, we saw no more till all danger was past and the squadron had re-assembled at the rendezvous some twelve days afterwards. On Sunday night the gale seemed at its worst. The ocean resembled one vast snowdrift, the whitish glare from which, reflected on the dark clouds that almost rested on the sea, had a tremendous and unnatural effect, as if the ordinary laws of nature had been reversed by the storm. The Niagara, which had hitherto kept close, began to give a very wide berth, and, as darkness increased, she too went out of sight, and it was every one for themselves. There must be many of your readers who know what a line-of-battle ship is in a gale of wind, though such experience would give them but a faint notion of how the Agamemnon went at it all that night. She strained and laboured under her heavy burden as if she was breaking up, and the massive beams under her upper deck coil cracked and snapped with a noise resembling that of small artillery, almost drowning the hideous roar of the wind as it moaned and howled through the rigging, jerking and straining the little storm sails as though it meant to tear them from the yards. Those on the improvised cabins on the main deck had little sleep that night, for the upper deck planks above them were working themselves free—as sailors say—and, beyond a doubt, they were infinitely more free than easy, for they groaned under the pressure of the coil with a dreadful uproar, and availed themselves of the opportunity to let in a little light, with a good deal of water at every roll. The sea, too, kept striking with dull heavy violence against the vessel's bows, forcing its way through hawse-holes and ill-closed ports with a heavy slush, and thence, hissing and winding aft, it roused the occupants of the cabins aforesaid to a knowledge that their floors were under water and that the flotsam and jetsam noises they heard beneath was only their outfit for the voyage taking a cruise of its own in some five or six inches of dirty bilge. Such was Sunday night, and such was a fair average of all the nights throughout the week, varying only from bad to worse. Daybreak on Monday ushered in as fierce a gale as has ever swept over the Atlantic.

The barometer was lower, and, as a matter of course, the wind and sea were infinitely higher than the day before. It was singular, but at 12 o'clock the sun pierced through the pall of clouds and shone brilliantly for half an hour, and during that brief time it blew as it had not often blown before. So fierce was this gust that its roar drowned every other sound, and it was almost impossible to give the watch the necessary orders for taking in the close-reefed foresail, which when furled almost left the Agamemnon under bare poles, though still surging through the water at speed. This gust past, and the usual gale set in—now blowing steadily from the south-west, and taking us more and more out of our course each minute. Every hour the storm got worse, till towards five in the afternoon, when it seemed at its height, and raged with such a violence of wind and sea that matters really looked serious even from such a strong and large ship as the Agamemnon. The upper deck coil had strained her decks throughout excessively, and though this mass in theory was supposed to prevent her rolling so quickly and heavily as she would have done without it, yet still she heeled over to such an alarming extent that fear of the coil itself shifting again occupied every mind, and it was accordingly strengthened with additional shores bolted down to the deck. The space occupied by the main coil below had deprived the Agamemnon of several of her coal bunkers, and, in order to make up for this deficiency, as well as to endeavour to counterbalance the immense mass which weighed her down by the head, a large quantity of coals had been stowed on the deck aft. On each side of her main deck were 35 tons, secured in a mass, while on the lower deck 90 tons were stowed away in the same manner. The precautions taken to secure these great masses also required attention as the great ship surged from side to side. But these coals seemed secure, and were so, in fact, unless the vessel should almost capsize—an unpleasant alternative which no one certainly anticipated then. Everything, therefore, was made "snug," as sailors called it, though their efforts by no means resulted in the comfort which might have been expected from the term. The night, however, passed over without any mischance beyond the smashing of all things incautiously left loose and capable of rolling, and one or two attempts which the Agamemnon made in the middle watch apparently to turn bottom upwards. In all other matters it was the mere ditto of Sunday night, except, perhaps, a little worse, and certainly much more wet below. Tuesday the gale continued with almost unabated force, though the barometer had risen to 29.30, and there was sufficient sun to take a clear observation, which showed our distance from the rendezvous to be 563 miles. During this afternoon the Niagara rejoined company, and, the wind going more ahead, the Agamemnon took to violent pitching, plunging steadily into the trough of the sea as if she meant to break her back and lay the Atlantic cable in a heap. The change in her motion was not good, and it strained and taxed every inch of timber near the coils to the very utmost. It was curious to see how they worked and bent as the Agamemnon went at everything she met head first. One time she pitched so heavily as to break one of the main beams of the lower deck, which had to be shored with screwjacks forthwith. It is dull work, however, writing a journal of such mishaps, and duller still to read it. Suffice, then, to say, that there was the same sea and less wind on Wednesday, heavy sea and rain on Thursday, with gusts and squalls, and heavy rain on Friday. Saturday, the 19th of June, things looked a little better. The barometer seemed inclined to go up and the sea to go down, and for the first time that morning since the gale began some six days previous, the decks could be walked with tolerable comfort and security. But, alas! appearances are as deceitful in the Atlantic as elsewhere, and during a comparative calm that afternoon the glass fell lower, while a thin line of black haze to windward seemed to grow up into the sky, until it covered the heavens with a sombre darkness, and warned us that, after all, the worst was yet to come. There was much heavy rain that evening, and then the wind began—not violently, nor in gusts, but with a steadily increasing force, as if the gale was determined to do its work slowly, but to do it well. The sea was ready-built to hand, as sailors say, so that at first the storm did little more than urge on the ponderous masses of water with redoubled force, and fill the air with the foam and spray it tore from their rugged crests. By and bye, however, it grew more dangerous, and Captain Preedy himself remained on deck throughout the middle watch, for the wind was hourly getting worse and worse, and the Agamemnon, rolling 30 degrees each way, was labouring heavily, and straining to a dangerous extent.

At four a.m. sail was shortened to close-reefed fore and main topsails and reefed foresail—a long and tedious job, for the wind so roared and howled, and the hiss of the boiling sea was so deafening, that words of command were useless, and the men aloft, holding on with all their might to the yards as the ship rolled over and over almost to the water, were quite incapable of struggling with the masses of wet canvas that flapped and plunged as if men and yards and everything were going away together. The ship was almost as wet inside as out—and so things wore on till 8 or 9 o'clock, everything getting adrift and being smashed, and every one on board jamming themselves up in corners or holding on to beams to prevent their going adrift likewise. At 10 o'clock the Agamemnon was rolling and labouring fearfully, with the sky getting darker, and both wind and sea increasing every minute. At about half-past 10 o'clock three or four gigantic waves were seen approaching the ship, coming heavily and slowly on through the mist nearer and nearer, rolling on like hills of green water, with a crown of foam that seemed to double their height. The Agamemnon rose heavily to the first, and then went down quickly into the deep trough of the sea, falling over as she did so, so as almost to capsize completely on the port side. There was a fearful crashing as she lay over this way, for everything broke adrift, whether secured or not, and the uproar and confusion were terrific for a minute; then back she came again on the starboard beam in the same manner, only quicker, and still deeper than before. Again there was the same noise and crashing, and the officers in the ward-room, who knew the danger of the ship, struggled to their feet and opened the door leading to the main deck. Here, for an instant, the scene almost defies description. Amid loud shouts and efforts to save themselves, a confused mass of sailors, boys, and marines, with deck-hatchets, ropes, ladders, and everything that could get loose, and which had fallen back again to the port side, were being hurled again in a mass across the ship to starboard. Dimly, and for an instant, could this be seen, with groups of men clinging to the beams with all their might, with a mass of water which had forced its way in through ports and decks surging about; and then, with a tremendous crash, as the ship fell still deeper over, the coals stowed on the main deck broke loose, and, smashing everything before them, went over among the rest to leeward. The coal-dust hid everything on the main-deck in an instant, but the crashing could still be heard going on in all direction, as the lumps and sacks of coal, with stanchions, ladders, and mess-tins went leaping about the decks, pouring down the hatchways, and crashing through the glass skylights into the engine room below. Still it was not done, and, surging again over another tremendous wave, the Agamemnon dropped down still more to port, and the coals on the starboard side of the lower deck gave way also, and carried everything before them. Matters now became most serious, for it was evident that two or three more such lurches and the masts would go like reeds, while half the crew might be maimed or killed below. Captain Preedy was already on the poop, with Lieutenant Gibson, and it was "Hands, wear ship," at once, while Mr. Brown, the indefatigable chief engineer, was ordered to get up steam immediately. The crew gained the deck with difficulty, and not till after a lapse of some minutes, for all the ladders had been broken away, and the men were grimed with coaldust, and many bore still more serious marks upon their face of how they had been knocked about below. There was some confusion at first, for the storm was fearful; the officers were quite inaudible, and a wild dangerous sea, running mountains high, heeled the great ship backwards and forwards, so that the crew were unable to keep their feet for an instant, and in some cases thrown across the decks in a dreadful manner; two marines went with a rush head-foremost into the paying-out machine, as if they meant to butt it over the side; yet, strange to say, neither the men nor the machine suffered. What made matters worse, the ship's barge, though lashed down to the deck, had partly broken loose, and, dropping from side to side as the vessel lurched, it threatened to crush any who ventured to pass it. The regular discipline of the ship, however, soon prevailed, and the crew set to work to wear round the ship on the starboard tack, while Lieutenants Robinson and Murray went below to see after those who had been hurt, and about the number of whom extravagant rumours prevailed among the men. There were, however, unfortunately, but too many. The marine sentry outside the ward-room door on the main deck had not time to escape, and was completely buried under the coals. Some time elapsed before he could be got out, for one of the beams used to shore up the sacks, which had crushed his arm very badly, still lay across the mangled limb, jamming it in such a manner that it was found impossible to move it without risking the man's life. Saws, therefore, had to be sent for, and the timber sawn away ere the poor fellow could be extricated. Another marine on the lower deck endeavoured to save himself by catching hold of what seemed a ledge in the planks, but, unfortunately, it was only caused by the beams straining apart, and, of course, as the Agamemnon righted, they closed again and crushed his fingers flat. One of the assistant-engineers (Mr. Harvey) was also buried among the coals on the lower deck, and sustained some severe internal injuries. The lurch of the ship was calculated at 45 degrees each way for five times in rapid succession. The galley coppers were only half filled with soup, yet, nevertheless, it nearly all poured out, and scalded some of the poor fellows who were extended on the decks holding on to anything in reach. These, with a dislocation, were the chief casualties; but there were others of bruises and contusions, more or less severe, and of course a long list of escapes more marvelous than any injury. One fellow went head-first from the main deck into the hold without being hurt, and one in the orlop deck was "chevied" about for some ten minutes by the large casks of oil which had got adrift, and one of which would have flattened him like a pancake had they overtaken him.

As soon as the Agamemnon had gone round on the other tack, the Niagara wore also, and bore down as if to render assistance. She had witnessed our danger, and, as we afterwards learnt, imagined that the upper deck coil had broken loose, and that we were almost in a sinking condition. Things, however, were not so bad as that, though they were bad enough, Heaven knows, for everything seemed to go wrong that day. The upper deck coil had strained the ship to the very utmost, but still held on fast; but not so the coil in the main hold, which had begun to get adrift, and the top kept working and shifting over from side to side, as the ship lurched, till some 40 or 50 miles were in a hopeless state of tangle, resembling nothing so much as a cargo of live eels, and there was every prospect of the tangle spreading deeper and deeper as the bad weather continued.

Going round upon the starboard tack had eased the ship to a certain extent; but with such a wind and such a sea, both of which were rather getting worse than better, it was impossible to effect much for the Agamemnon's relief, and so by twelve o'clock she was rolling almost as bad as ever. The crew, who had been at work since nearly four in the morning, were set to clear up the decks from the masses of coal that covered them, and while this was going forward a heavy sea struck the stern and smashed the large iron guard-frame which had been fixed there to prevent the cable fouling the screw in paying out. This guard, which, from its peculiar hooped shape suspended round the stern by chains, the sailors had nicknamed "the crinoline," was about the most cumbersome and ill-contrived piece of mechanism which could possibly have been adopted. From the first hour every one had known that it was perfectly useless for the purpose it was intended to effect, and, what was worse than useless, that it was a source of positive danger also. Now that one side had broken, it was expected every moment that other parts would go, and the pieces hanging down either smash the screw or foul the rudder post. It is not over-estimating the danger to say that had the latter accident occurred in such a sea, and with a vessel so overladen, the chances would have been sadly against the Agamemnon ever appearing at the rendezvous. Fortunately it was found possible to secure the broken frame temporarily with hawsers, so as to prevent its dropping further, though nothing could hinder the fractured end from striking against the vessel's side with such force as to lead to serious apprehensions that it would establish a dangerous leak under water. It was near three in the afternoon ere this was quite secured, the gale still continuing, and the sea running even worse. The condition of the masts too at this time was a course of much anxiety, both to Captain Preedy and Mr. Moriarty, the master. The heavy rolling had strained and slackened the wire shrouds to such an extent, that they had become perfectly useless as supports. The lower masts bent visibly at every roll, and once or twice it seemed as if they must go by the board. Unfortunately nothing whatever could be done to relieve this strain by sending down any of the upper spars, since it was only her masts which prevented her rolling still more and quicker, and so every one knew that if once they were carried away it might soon be all over with the ship, as then the deck coil could not help going after them. So there was nothing for it but to watch in anxious silence the way they bent and strained, and trust in Providence for the result. About six in the evening it was thought better to wear ship and again stand for the rendezvous under easy steam, and her head accordingly was put about, and once more faced the storm. As she went round, she of course fell into the trough of the sea again, and rolled so awfully as to break her waste steam pipe, filling her engine room with steam, and depriving her of the services of one boiler when it was sorely needed. The sun set upon as wild and wicked a night as ever taxed the courage and coolness of a sailor. There were, of course, men on board who were familiar with gales and storms in all parts of the world, and there were some who, with the writer of this article, had witnessed the tremendous hurricane which swept the Black Sea on the memorable 14th of November, when scores of vessels were lost and seamen perished by thousands. But of all on board none had ever seen a fiercer or more dangerous sea than raged throughout that night and the following morning, tossing the Agamemnon from side to side like a mere plaything among the waters. The night was thick and very dark, the low black clouds almost hemming the vessel in; now and then a fiercer blast than usual drove the great masses slowly aside, and showed the moon, a dim greasy blotch upon the sky, with the ocean, white as driven snow, boiling and seething like a cauldron. But these were only glimpses which were soon lost, and again it was all darkness, through which the waves, suddenly upheaving, rushed upon the ship as though they must overwhelm it, and, dealing it one staggering blow, went hissing and surging past into the darkness again. The grandeur of the scene was almost lost in its dangers and terrors, for of all the many forms in which death approaches man there is none so easy in fact, so terrific in appearance, as death by shipwreck.

Sleeping was impossible that night on board the Agamemnon. Even those in cots were thrown out from their striking against the vessel's side as she pitched. The berths of wood, fixed athwartships in the cabins on the main deck, had worked to pieces, chairs and tables were broken, chests of drawers capsized, and a little surf was running over the floors of the cabins themselves, shipping miniature seas into portmanteaus, and breaking over carpet bags of clean linen. Fast as it flowed off by the scuppers, it came in faster by the hawse-holes and ports, while the beams and knees strained with a doleful noise as if it was impossible they could hold together much longer; and, on the whole, it was as miserable and even anxious a night as ever was passed on board any line-of-battle ship in her Majesty's service. Captain Preedy never left the poop all night, though it was hard work to remain there, even holding on to the poop-rail with both hands. Morning brought no change, save that the storm was still as fierce as ever, and, though the sea could not be higher or wilder, yet the additional amount of broken water made it still more dangerous to the ship. Very dimly, and only now and then through the thick scud, the Niagara could be seen—one moment on a monstrous hill of water, and the next quite lost to view, as the Agamemnon went down between the waves. But now these glimpses showed us that our transatlantic consort was plunging heavily, shipping seas, and evidently having a bad time of it, though she got through it better than the Agamemnon, as, of course she could, having only the same load though 2000 tons larger. Suddenly it came on darker and thicker, and we lost sight of her in the thick spray, and had only ourselves to look after, which was quite enough, Heaven knows, for every minute made matters worse, and the aspect of affairs began to excite most serious misgivings in the minds of those in charge. The Agamemnon is one of the finest line-of-battle ships in the whole navy, but in such a storm, and so heavily overladen, what could she do but make bad weather worse, and strain and labour and fall into the trough of the sea, as if she was going down head foremost. Three or four hours more and the vessel had borne all which she could bear with safety; the masts were rapidly getting worse, the deck coil worked more and more with each tremendous plunge, and, even if both these held, it was evident that the ship itself would soon strain to pieces if the weather continued so. The sea, forcing its way through ports and hawse-holes, had accumulated on the lower deck to such an extent that it flooded the stoke-hole, so that the men could scarcely remain at their posts. Everything went smashing and rolling about. One plunge put all the electrical instruments *hors de combat* at a blow, and staved some barrels of strong solution of sulphate of copper, which went cruising about, turning all it touched to a light pea green. By and by she began to ship seas. Water came down the ventilators near the funnel into the engine-room. Then a tremendous sea struck her forward, drenching those on deck, and leaving them up to their knees in water, and the least learned on board could see that things were fast going to the bad unless a change took place either in the weather or the condition of the ship. Of the first there seemed little chance. The weather certainly showed no disposition to clear—on the contrary, livid-looking black clouds seemed to be closing round the vessel faster and faster than ever. For the relief of the ship three courses were open to Captain Preedy—one to wear round and try her on the starboard tack, as he had been compelled to do the day before; another, to fairly run for it before the wind; and the third and last, to endeavour to lighten the vessel by getting some of the cable overboard. Of course the latter would not have been thought of till the first two had been tried and failed—in fact, not till it was evident that nothing else would save the ship. Against wearing round there was the danger of her again falling off into the trough of the sea, losing her masts, shifting the upper deck coil, and so finding her way to the bottom in 10 minutes; while to attempt running before the storm with such a sea on was to risk her stern being stove in, and a hundred tons of water added to her burden with each wave that came up afterwards, till the poor Agamemnon went under them all for ever. A little after ten o'clock on Monday, the 21st, the aspect of affairs was so alarming that Captain Preedy resolved at all risks to try wearing the ship round on the other tack. It was hard enough to make the words of command audible, but to execute them seemed almost impossible. The ship's head went round enough to leave her broadside on to the seas, and then for a time it seemed as if nothing could be done. All the rolls which she had ever given on the previous day seemed mere trifles compared to her performances then. Of more than 200 men on deck at least 150 were thrown down and falling over from side to side in heaps, while others, holding on to ropes, swung to and fro with every heave. It really seemed as if the last hour of the old ship had come, and to this minute it seems almost miraculous that her masts held on. Each time she fell over her main chains went deep under water. The lower decks were flooded, and those above could hear by the fearful crashing, audible amid the hoarse roar of the storm, that the coals had got loose again below, and had broken into the engine room, and were carrying all before them. During these rolls the main deck coil shifted over to such a degree as quite to envelope four men, who, sitting on the top, were trying to wedge it down by beams. One of them was so much jammed by the mass which came over him that he was seriously contused, and had to be removed to sick bay, making up the sick list to forty-five, of which ten were from injuries caused by the rolling of the ship, and very many of the rest from continual fatigue and exposure during the gale. Once round on the starboard tack, and it was seen in an instant that the ship was in no degree relieved by the change. Another heavy sea struck her forward, sweeping clean over the fore part of the vessel, and carrying away the woodwork and platform which had been placed there round the machinery for under running. This and a few more plunges were quite sufficient to settle the matter, and at last, reluctantly, Captain Preedy succumbed to the storm he could neither conquer nor contend against. Full steam was got on, and, with a foresail and fore-topsail, to lift her head, the Agamemnon ran before the storm, rolling and tumbling over the hugh waves at a tremendous pace. It was well for all that the wind gave this much way on her, or her stern would infallibly have been stove in. As it was, a wave partly struck her on the starboard quarter, smashing the quarter galley and ward-room windows on that side, and introducing such a sea into the ward-room itself, as literally almost to wash two officers off a sofa on which they were resting on that side of the ship. This was a kind of parting blow, for the glass began to rise, and the storm was evidently beginning to moderate; and, though the sea still ran as high as ever, there was less broken water, and altogether, towards midday, affairs assumed a better and more cheerful aspect. The ward-room that afternoon was a study for an artist, as, with its windows half darkened and smashed, the sea water still slushing about in odd corners, with everything that was capable of being broken strewn over the floor in pieces, and some 15 or 20 officers, seated amid the ruins, holding on to the deck or cable with one hand, while with the other they contended at a disadvantage with a tough meal—the first which most had eaten for 24 hours.

Throughout the whole of Monday the Agamemnon ran before the wind, which moderated so much that at 4 a.m. on Tuesday her head was again put about, and for the second time she commenced beating up for the rendezvous, then some 200 miles further from us than when the gale was at its height on Sunday morning. Tuesday was a calm, fine day, though of course with a heavy swell on. Wednesday was also warm, fine, and calm, and for the first time for a fortnight we had a real summer day, and the reefs were shaken out of the topsails. Immediately that the ship began to run before the wind on Monday the shrouds of the main and fore masts were lashed in in such a way as to give some support to the masts, and on Wednesday advantage was taken of the calm to tauten up the main rigging three inches, which for wire rope was a great gain. It was well that this was done in time, for on Wednesday, the 23rd, the glass again went down; it was the old song of wind and rain, with heavy squalls, rough sea, and reefed topsails. So little was gained against this wind, that Friday, the 25th, 16 days after leaving Plymouth, still found us some 50 miles from the rendezvous. So it was determined to get up steam and run down on it at once. As we approached the place of meeting the Valorous hove in sight at noon; in the afternoon the Niagara came in from the north, and in the evening the Gorgon from the south; and then, almost for the first time since starting, the squadron was re-united near the spot where the great work was to commence. The rendezvous actually agreed upon was 52.2 north latitude 33.18 west longitude, but the place where the vessels met was in 55.54 latitude 32.33 longitude, or about 30 miles more towards the English coast than had been agreed upon. The Valorous, it appeared, had been first on the real rendezvous. The Niagara was the next, arriving under steam two days before the Agamemnon, and the Gorgon, which had a very bad time of it, and was also near losing her masts, was third. The Niagara seemed to have weathered the gale splendidly, though, nevertheless, with her, as with all others, it had been a hard and anxious time. She had lost her jibboom, and her spare spars and buoys for the cable had been washed from her sides and gone no man knew whither.

On the evening of Friday, the 25th June, the four vessels lay together side by side, and there was such a stillness in the sea and air as would have seemed remarkable in an inland lake; on the Atlantic, and after what we had all so lately witnessed, it seemed almost unnatural. We have said how, during the awful rolls which the Agamemnon made on the 20th and 21st, the upper part of the main coil shifted and became a mere shapeless tangled mass, with which it seemed impossible to deal in any conceivable way. However, neither Mr. Bright, nor Mr. Canning, nor Mr. Clifford were to be daunted by the aspect of a difficulty however formidable. Absurd as the statement seemed at first they were all positive that the tangle did not extend far down the coil, and they were right. Captain Preedy gave them his hearty assistance; men were at work day and night, drawing it out of the hold and coiling it aft on the main deck. For the first twenty-four hours the labour seemed hopeless, for so dense was the tangle that an hour's hard work would sometimes scarcely clear half a mile. By and by, however, it began to mend, the efforts were redoubled, and late on Friday night 140 miles had been got out, and the remainder was found to be clear enough to commence work with. On the morning of Saturday, the 26th of June, all the preparations were completed for making the splice and commencing the great undertaking. The end of the Niagara's cable was sent on board the Agamemnon, the splice was made, a bent sixpence put in it for luck, and at 2.50 Greenwich time it was slowly lowered over the side and disappeared for ever. The weather was cold and foggy, with a stiff breeze and dismal sort of sleet, and as there was no cheering or manifestation of enthusiasm of any kind, the whole ceremony had a most funereal effect, and seemed as solemn as if we were burying a marine, or some other mortuary task of the kind, equally cheerful and enlivening. As it turned out, however, it was just as well that no display took place, as every one would have looked uncommon silly when the same operation came to be repeated, as it had to be, an hour or so afterwards. It is needless making a long story longer, so we may state at once that when each ship had paid out three miles or so, and were getting well apart, the cable broke on board the Niagara, owing to its overriding and getting off the pulley leading on the machine. The break was of course known instantly, both vessels put about and returned, a fresh splice was made, and again lowered over at half-past seven. According to arrangement 150 fathoms were veered out from each ship and then all stood away on their course, at first at two miles an hour and afterwards at four. Everything then went well—the machine working beautifully at thirty-two revolutions per minute—the screw at 26—the cable running out easily at five and five and a-half miles an hour, the ship going free. The greatest strain upon the dynamometer was 2,500 lbs., and this was only for a few minutes—the average giving only 2000 lbs. and 2100. At twelve midnight, twenty-one nautical miles had been payed out, and the angle of the cable with the horizon had been reduced considerably. At half-past three, forty miles had gone, and nothing could be more perfect and regular than the working of everything, when suddenly, at 3.40 a.m., on Sunday, the 27th, Professor Thompson came on deck, and reported a total break of continuity; that the cable, in fact, had parted, and, as was believed at the time, from the Niagara. The Agamemnon was instantly stopped, and the brakes applied to the machinery, in order that the cable payed out might be severed from the mass in the hold, and so enable Professor Thompson to discover by electrical tests at about what distance from the ship the fracture had taken place. Unfortunately, however, there was a strong breeze on at the time, with rather a heavy swell, which told severely upon the cable, and ere any means could be taken to ease entirely the motion on the ship, it parted, a few fathoms below the stern wheel, the dynamometer indicating a strain of nearly 4000lbs. In another instant a gun and a blue light warned the Valorous of what had happened, and roused all on board the Agamemnon to a knowledge that the machinery was silent, and that the first part of the Atlantic cable had been laid and lost effectually.

The great length of cable on board both ships allowed a large margin for such mishaps as these, and the arrangement made before leaving England was that the splices might be renewed and the work recommenced till each ship had lost 250 miles of wire, after which they were to discontinue their efforts and return to Queenstown for orders. Accordingly, after the breakage on Sunday morning, the ships' heads were put about, and, for the fourth time, the Agamemnon again began the weary work of beating up against the wind for that everlasting rendezvous which we seemed destined to be always seeking. Apart from the regret with which all regarded the loss of the cable, there were other reasons for not wishing the cruise to be thus indefinitely prolonged, since there had been a break in the continuity of the fresh provisions, and for some days previous in the ward-room the *pièces de résistance* had been inflammatory-looking *morçeaux*, salted to an astonishing pitch, and otherwise uneatable, for it was beef which had been kept three years beyond its warranty for soundness; and to which all were then reduced.

It was hard work beating up against the wind; so hard, indeed, that it was not till the noon of Monday, the 28th, that we rejoined the Niagara; and, while all were waiting with impatience for her explanation of how they broke the cable, she electrified every one by running up the interrogatory "How did cable part?" This was astounding. As soon as the boats could be lowered, Mr. Cyrus Field, with the electricians from the Niagara, came on board, and a comparison of logs showed the painful and mysterious fact, that, at the same second of time each vessel discovered that a total fracture had taken place at a distance of certainly not less than 10 miles from each ship—in fact, as well as can be judged, at the bottom of the ocean. The logs on both sides were so clear as to the minute of time, and as to the electrical tests showing not merely leakage or defective insulation of the wire, but a total fracture, that there was no room left on which to rest a moment's doubt of the certainty of this most distressing fact. That of all the many mishaps connected with the Atlantic telegraph this is the worst and most disheartening is certain, since it proves that, after all that human skill and science can effect to lay the wire down with safety has been accomplished, there may be some fatal obstacles to success at the bottom of the ocean which can never be guarded against, for even the nature of the peril must always remain as secret and unknown as the depths in which it is to be encountered.

No time was lost, after the vessels rejoined, in making the third and last splice, which was lowered over into 2000 fathoms water at 7 o'clock by ship's time the same night. Before steaming away, as the Agamemnon was now getting very short of coal, and the two vessels had expended some 100 miles of cable between them, it was agreed that if the wire parted again before the ships had gone each 100 miles from the rendezvous they were to return and make another splice; and, as the Agamemnon was to sail back, the Niagara, it was decided, was to wait eight days for her re-appearance. If, on the other hand, the 100 miles had been exceeded, the ships were not to return, but each make the best of its way to Queenstown. With this understanding, which, from the rate of speed which had been agreed on, both vessels would be able to observe with perfect accuracy, the ships parted again, and, with the wire dropping steadily down between, the Niagara and Agamemnon steamed away, and were soon lost in the cold raw fog which had hung over the rendezvous ever since the operations had commenced.

The cable, as before, payed out beautifully, and nothing could have been more regular and more easy than the working of every part of the apparatus. At first the ship's speed was only 2 knots, the cable going 3 and 3½ with a strain of 1500 lb., the horizontal angle averaging as low as 17, and the vertical about 16. By and bye, however, the speed was increased to four knots, the cable going five, at a strain of 2000 lb., and an angle of from 12 to 15. At this rate it was kept, with trifling variations throughout almost the whole of Monday night, and neither Mr. Bright Mr. Canning, nor Mr. Clifford ever quitted the machines for an instant. Towards the middle of the night, while the rate of the ship continued the same, the speed at which the cable played out slackened nearly a knot an hour, while the dynamometer indicated as low as 1300 lb. This change could only be accounted for on the supposition that the water had shallowed to a considerable extent, and that the vessel was in fact passing over some submarine Ben Nevis or Skiddau. After an interval of about an hour the strain and rate of progress of the cable again increased, while the increase of the vertical angle seemed to indicate that the wire was sinking down the side of a declivity. Beyond this there was no variation throughout Monday night, or, indeed, through Tuesday. The upper deck coil, which had weighed so heavily upon the ship, and still more heavily upon the minds of all during the past storms, was fast disappearing, and by 12 midday on Tuesday, the 29th, 76 miles had been payed out to something like 60 miles' progress of the ship. All seemed to promise most hopefully, and the only cause that warranted anxiety was that it was evident that the upper deck coil would be finished by about 11 o'clock at night, when the men would have to pass in darkness along the great loop which formed the communication between that and the coil in the main hold. This was most unfortunate, but the operation had been successfully performed in daylight during the experimental trip in the Bay of Biscay, and every precaution was now taken that no accident should occur. At 9 o'clock by ship's time, when 146 miles had been payed out, and about 112 miles distance from the rendezvous accomplished, when the last flake but one of the upper deck coil came in turn to be used. In order to make it easier passing to the main coil, the revolutions of the screw were reduced gradually by two revolutions at a time from 30 to 20, while the paying out machine went slowly from 36 to 22. At this rate, the vessel going three knots and the cable three and a half, the operation was continued with perfect regularity, the dynamometer indicating a strain of 2100 lbs. Suddenly, without an instant's warning, or the occurrence of any single incident that could account for it, the cable parted. The gun that again told the Valorous of this fatal mishap brought all on board the Agamemnon rushing to the deck, for none could believe the rumour that had spread like wildfire about the ship. But there stood the machinery, silent and motionless, while the fractured end of the wire hung over the stern wheel swinging loosely to and fro. It seemed almost impossible to realise the fact that an accident so instantaneous and irremediable should have occurred, and of course a variety of ingenious suggestions were instantly afloat, showing most satisfactorily how the cable must and ought to have broken. Into these reasons, however, the length to which the present article has already extended totally precludes me from entering; I therefore reserve further comment for a day or two, and until the result of an investigation which will instantly take place into the cause of fracture on board of both vessels is fully known. Your readers may then depend on having all the causes which have led to these failures placed fully and fairly before them. But, perhaps, as far as the company is concerned, the least satisfactory feature of the case is that very little explanation is required to show where the fault lies when a cable warranted to bear 62 cwt. parts at less than 20 cwt. during a dead calm evening, and altogether under such favourable circumstances for its being safely submerged as the expedition is not often likely to meet with. There was a regular gloom that night on board the Agamemnon, for from first to last the success of the expedition had been uppermost in the thoughts of all, and all had laboured for it early and late, contending with every danger and overcoming every obstacle and disaster that had marked each day with an earnestness and devotion of purpose that is really beyond all praise.

Immediately after the mishap a brief consultation was held by those in charge on board the Agamemnon, and as it was shown that they had only exceeded the distance from the rendezvous by 14 miles, and that there was still more cable on board the two vessels than the amount with which the original expedition last year was commenced, it was therefore determined to try for another chance and return to the rendezvous, sailing there, of course; for Mr. Brown, the chief engineer, as ultra zealous in the cause as a Board of Directors, guarded the coal bunkers like a very dragon, lest, if we came to paying out cable again we should be short of steam, and so endanger the success of the whole undertaking. For the fifth time, therefore, the Agamemnon's head went about, and after 20 days at sea she again began beating up against the wind for the rendezvous, to try, if possible, and recommence her labours. The following day the wind was blowing strongly from the south-west, with mist and rain, and Thursday, the 1st of July, gave every one the most unfavourable opinion of July weather in the Atlantic. The wind and sea were both high—the wet fog was so dense that one could scarcely see the masts' head, while the damp cold was really biting. Altogether, it was an atmosphere of which a Londoner would have been ashamed even in November. Later in the day, a heavy sea got on; the wind increased without dissipating the fog, and it was double-reefed topsails, and pitching and rolling as before. However, the upper deck coil of 250 tons being gone, the Agamemnon was as buoyant as a life-boat, and no one cared how much she took to kicking about, though the cold wet fog was a miserable nuisance, penetrating everywhere, and making the ship as wet inside as out. What made the matter worse was that in such weather there seemed no chance of meeting the Niagara, unless she ran into us, when cable-laying would have gone on wholesale. In order to avoid such a *contretemps*, and also to inform the Valorous of our whereabouts, guns were fired, fog-bells rung, and the bugler stationed forward, to warn the other vessels of our vicinity. Friday was the ditto of Thursday; and Saturday worse than both together, for it almost blew a gale, and there was a very heavy sea on. On Sunday, the 4th, it cleared, and the Agamemnon, for the first time during the whole cruise, reached the actual rendezvous, and fell in with the Valorous, which had been there since Friday, the 2nd, but the fog must have been even thicker there than elsewhere, for she had scarcely seen herself, much less anything else, till Sunday.

During the remainder of that day and Monday, when the weather was very clear, both ships cruised over the place of meeting, but it is needless to say that neither the Niagara or Gorgon were there, though day and night the look-out for them was anxious and incessant. It is evident then that the Niagara had rigidly, but most unfortunately, adhered to the mere letter of the agreement regarding the 100 miles, and after the last fracture had at once turned back for Queenstown. On Tuesday, the 6th, therefore, as the dense fogs and winds set in again, it was agreed between the Valorous and Agamemnon to return only once more over the rendezvous. But, as usual, the fog was so thick that the whole American navy might have been cruising there unobserved, so the search was given up, and at eight o'clock that night the ship's head was turned for Cork, and under all sail the Agamemnon at last stood homewards. The voyage home was made with ease and swiftness, considering that the wind was light, the trim of the ship, and that she only steamed three days, and this morning, at 12 30, the Agamemnon cast anchor in Queenstown Harbour, having met with more dangerous weather, and encountered more mishaps, than often falls to the lot of any ship in a cruise of thirty-three days. Of course it is yet too soon to say what course of action has been positively decided on by the Company, but, as there is still more cable left than is actually necessary for the undertaking, there seems no doubt but that the Agamemnon and Valorous will immediately fill up again with coal, and leave here with the other vessels on Saturday next, for the final attempt. Of these arrangements, however, and the rules which may be decided on to guard against future accident, it is almost premature to speak, but in the course of another day or so our readers may depend on being fully informed.

Singular Circumstance.—A correspondent informs us that a person residing in the neighbourhood of Campbelltown had, in April last, a parrot which was a great favourite, having been in his keeping for a length of time. He learned it to say, among other words, "Turn out, Joe." This it was accustomed to say early each morning. It was kept in a cage made of half a tea-chest, one end only being open, and that was fitted with small bars, about one inch and a half apart. He was surprised one morning at not hearing his favourite calling out as usual, and on going to the cage, which was kept in the hut, he discovered that the bird had disappeared, and a lage black snake was in its place. The snake endeavoured to escape through the bars, but could not wriggle its body out. The men immediately suspected that the reptile had crept through the bars with an empty stomach, swallowed the bird, and by it was so distended as to prevent its escape the way it got in. He turned down the cage, made a fire, and put on the kettle, in order to give it something to wash down Polly. When the water had boiled, he put the spout of the kettle through the bars of the cage, when the reptile seized it in its mouth, and, of course, it was indulged with its contents, which made it cry bitterly, and soon after die. Upon opening the body the bird was found whole. About a week after this, a person in the same neighbourhood, who had a magpie, and, to keep it from straying, kept it tied by the leg to the leg of a stool. On getting up one morning he missed Meg, but saw the string all right to the stool. Tracing the string into a corner of the hut, he there saw a large black snake coiled up, with the other end in its mouth. On being disturbed it endeavoured to escape, but could not, being held fast by the cord which circled Meg's leg overnight. The man got a cudgel and soon despatched the reptile, and suspecting it to have swallowed Meg, opened the snake, and found in its stomach the bird quite whole.

The Sewerage of London.—It has now been decided to raise a loan of £3,000,000, guaranteed by Government, for the purpose of purifying the Thames. The ordinary mode of making advances through the Exchequer Loan Commissioners will not be adopted in this instance; but power will be given to the Metropolitan Board of Works to levy a rate of 3d. in the pound for 40 years, which would yield about £140,000 per annum. The Government will guarantee the capital and interest to the amount of £3,000,000, at a rate of interest not exceeding 4 cent. The financial operations of the bill are to be under the control of the Treasury. The bill provides for the completion of the works in 5½ years, and the annual sum required is estimated at about £600,000. Various opinions are entertained of the total sum required to complete the scheme, and from what has already been experienced of such matters, double that amount will be nearer the truth.

SHIPPING.

ARRIVALS.

October 16.—Columbine, Dutch ship, 424 tons, Captain Malhone, from Sourabaya 27th August. Captain, agent.

October 16.—Fernand, French barque, 260 tons, Captain Blanchet, from Valparaiso 4th August. Passengers—Mr. E. Lynch and servant. E. Lynch, agent.

October 16.—Isca, ship, 389 tons, Captain Jones, from Keppel Bay 8th instant. Passengers—167 in the steerage. Brierley, Dean, and Co., agents.

October 16.—Clarence Packet, schooner, 100 tons, Captain Ashmore, from Port de France 8th instant. Passengers—Captain Burnes, Mons. Deschamps, Mr. M'Eloue, and 11 in the steerage. N. Robinson, agent.

October 16.—William Alfred, schooner, 130 tons, Captain Tinley, from Nelson 1st instant. Passengers—5 in the steerage. M. E. Murnin, agent.

October 16.—Hunter (s.), 264 tons, Captain Sullivan, from the Clyde River 15th instant. Passengers—Rev. Mr. Eggleston, Messrs. Wilson, Roberts, Malone, Bents, Rhodericks (2), Mrs. and Miss Plummer, Mrs. M'Cauley, and 34 in the steerage. B. Manning, agent.

October 16.—Jenny Lind, schooner, 140 tons, Captain Curren, from Keppel Bay 10th instant. Passengers—Mrs. Emery and 34 in the steerage. Captain, agent.

October 16.—Cyclone, schooner, 130 tons, Captain Heard, from Keppel Bay 10th instant. Passengers—45 in the steerage. T. G. Sawkins, agent.

October 17.—Venture, brig, 124 tons, Captain Brown, from Auckland 1st October. Passengers—Mr. and Mrs. Sullivan, Mr. and Mrs. Mason, and 2 in the steerage. F. and G. Korff, agent.

October 17.—Mountain Maid, brig, 180 tons, Captain Wood, from Port Cooper 1st and Taranaki 5th instant. Passengers—Captain Caple, Messrs. M'Clement, Caple, Aitken, and 3 in the steerage. Peacock, agent.

October 17.—Josephine, schooner, 126 tons, Captain Copeland, from Melbourne 9th instant. Captain, agent.

October 17.—Eagle, schooner, 125 tons, Captain Leddra, from Adelaide 1st instant. Passengers—12 in the steerage. E. M. Sayers, agent.

DEPARTURES.

October 16.—Brothers, for Guam.
October 16.—Formosa, for Keppel Bay.
October 16.—Tasmania (s.), for Eden and Hobart Town.
October 17.—Union, for Wellington.
October 17.—William, for Port Macquarie.

PROJECTED DEPARTURES.

This Day.—Port Curtis Packet, for Port Curtis; Suerte, for Petropolovski; Abyssinian, for London.

CLEARANCE.

October 16.—Tasmania (s.), 285 tons, Captain Clinch, for Hobart Town via Eden. Passengers—Counts C. de Ryszkan Heidenheim, Captain Bownell, Mrs. Bownell, Mrs. Peters, Mr. and Mrs. Jones, Mrs. Lewis, Mrs. Clarty, Mrs. Clarke, Mrs. Franck.

COASTERS INWARDS.

October 16.—Emu, from the Hawkesbury, with 500 bushels maize; Alma, from Macleay River, with 1200 bushels maize; Black Diamond, Policeman, W. B. Brown, Ann and Maria, Shamrock, Paterson Packet, Oceana, and Catherine Agnes, from Newcastle, with 953 tons coals; Sylph, and Quail, from Brisbane Water, with 12,500 feet timber, 32,000 laths; Thistle (s.), from Morpeth, with 70 trusses hay, 47 bags maize, 4 cases eggs, 1 horse; Williams (s.), from Morpeth, with 220 bags maize, 26 hides, 2 bales horns, 24 cases eggs, 182 trusses hay, 15 dozen pumpkins, 1 calf, 6 pigs, and sundries; Collaroy (s.), from Morpeth, with 120 trusses hay, 100 bags maize, 15 boxes eggs, 3 coops poultry, 1671 ozs. 10 dwts. gold.

COASTERS OUTWARDS.

October 16.—Policeman, and Lion, for Newcastle; Henrietta, for Clarence River; Emu, for the Hawkesbury; Economist, Quail, and Sylph, for Brisbane Water.

IMPORTS.

October 16.—Clarence Packet, from New Caledonia: 5 tons sandal wood, 3 barrels oil, 1500 cocoanuts, 18 packages. Order.

October 16.—William Alfred, from Nelson: 750 ozs. gold, Union Bank; 350 ozs. gold, Oriental Bank; 88 ozs. gold, Willis, Merry, and Co.; 75 ozs. gold, Order.

October 16.—Columbine, from Sourabaya: 6806 bags rice, 100 bundles matting, 1950 bundles rattans, Order.

October 16.—Fernand, from Valparaiso: 8000 bags flour, E. Lynch.

October 17.—Venture, from Auckland: 5 casks oil, 30 bundles flax, 15 bags potatoes, 2 packages, A. Collins; 7 casks oil, F. and G. Korff; 26 casks oil, Gilfillan and Co.; 7 packages, Order.

October 17.—Mountain Maid, from Port Cooper: 80 tons potatoes, 1000 sheepskins, 3 tons oil, Peacock.

October 17.—Eagle, from Adelaide: 400 bags bran, 642 bags wheat, 380 bags sugar, 9 packages, Order.

October 17.—Josephine, from Melbourne: 115 cases fish, 160 casks soda, 1200 bags salt, 20 packages. Order.

EXPORTS.

October 16.—Tasmania (s.), for Hobart Town: 15 hogsheads brandy, 9 bundles sheepskins, 3 packages, Gilchrist, Watt, and Co.; 20 half-tierces tobacco, A. Brown; 1 case, Franck, Brothers; 80 bags 6 casks biscuits, Wilkie and Co.; 100 hides, 80 barrels beef, J. Clinch; 260 hides, Bayers and Learmonth; 101 bags maize, 6 tierces beef, Willis, Merry, and Co.; 6 cases, Stern, Baar, and Franck; 1 case, Mason; 50 tierces beef, E. M. Sayers; 1 case, F. M'Nab; 1 case, L. and L. Insurance Co.; 5 tierces beef, Battley; 3 barrels mutton, 4 cases coffee, S. Bennett and Co.; 1 case coffee, Robertson; 2 cases coffee, 1000 cocoanuts, Downer; 860 bags sugar, Colonial Sugar Company; 1 case, H. T. Brookes; 1 case, J. and E. Rowe.

SHIPS' MAILS.

Mails will close at the General Post Office, as follows:—

For Petropolovski.—By the Suerte, this day, at noon, if not underway.

For London.—By the Abyssinian, this day, at noon, if not underweigh.

For Melbourne.—By the Pirate (s.), on Tuesday, at 2·30 p.m.

For Brisbane.—By the Clarence (s.), on Tuesday, at 5·30 p.m.

For Auckland.—By the Gertrude, on Wednesday, at 6 p.m.

For Rockhampton.—By the City of Sydney (s.), on Thursday, at 2·30.

The Supplementary Mail per Telegraph, for the Victoria, consists of 8 boxes, 4 bags, 3 packets, containing 3972 letters, and 1832 newspapers.

	Letters.	Newspapers.
United Kingdom	2376	1041
Continental	110	13
Indian Ports	169	64
	2655	1118
Australian mails	1317	814
	3972	1932

The Columbine, from Sourabaya, reports the Kortenaer hence as having arrived. No vessels were loading for the colony.

The Fernand has been 72 days on her passage from Valparaiso. Several vessels had arrived from Melbourne, but nothing is reported as on the berth for Sydney. The Mousse de Nantes, from Melbourne to Keppel Bay was sighted off the Heads on Saturday.

The Clarence Packet spoke the General Jessop, from Melbourne to Port Curtis, off Smoky Cape, on the 14th instant.

The William Alfred left Nelson on the 1st instant, after having been compelled to put back three times through stress of weather. The Ocean Queen had arrived, and the Gazelle hence, was sighted 150 miles E. of the Heads on the 14th. The William Alfred brings up 1263 ounces gold.

Port Curtis.—Departures for Port Curtis from Saturday 9th, to Saturday, the 16th instant:—

October 9—Timandra (Newcastle)	120
12—Yarra Yarra (s.)	27
13—Hebe	90
14—Wonga Wonga (s.)	15
	252
From 5th August to 9th October	4520
	4772

Passengers returned to 9th instant	68	
October 11—Waratah (s.)	33	
12—Wonga Wonga (s.)	245	
13—Staghound	97	
14—Pirate (s.)	111	
15—Eagle (s.)	93	
16—Isca	167	
16—Jenny Lind	35	
16—Cyclone	45	895
		3877

Coals shipped by the Australian Agricultural Company, at Newcastle, during the week ending 15th October, 1858:—

For Sydney	576
Melbourne	823
Foreign ports	130
Steamers	496
Total	2025 tons.

NEWCASTLE.

ARRIVALS.

October 15.—Waratah, steamer, from Sydney.
October 15.—Nora Creina, schooner, 172 tons, Lowe, from Sydney.

DEPARTURE.

October 16.—Waratah, steamer, for Wide Bay.

AUCKLAND.

ARRIVAL.

September 27.—Avalanche, from London.

DEPARTURE.

September 27.—Swordfish, for London.

The Louisa, barque, from the West Coast (S.A.), was off the Heads last night, but owing to the wind falling light did not get in.

The City of Hobart (s.), passed the Heads last evening, bound for Melbourne.

The Jenny Lind reports the Don Juan and Monarch off the Richmond on Thursday last, and a schooner, supposed to be the Pearl, off Wide Bay. The Jane, Swan, Storm King, and Duke of Wellington, all sailed in company.

The Venture has had a succession of light winds since leaving Auckland. She has not sighted any vessels.

The Mountain Maid, from Taranaki, reports the Kate Kearney to leave on the 6th, and the Emma about the 12th instant. The White Swan (s.) had sailed for the Southern Ports, and the Active and Martha were lying in port.

The schooner Margaret and Mary, from the Richmond River, spoke the schooner Carnation, off the Clarence, on the 13th instant; and on the 15th, the schooner Willing Lass, off Cape Hawke, bound to the Fitzroy River.

VALPARAISO.

ARRIVALS.

June 6.—Wild Ranger, from Melbourne, 50 days.
June 12.—Evangelist, from Melbourne, 75 days.
June 16.—Fernand, from Sydney, 75 days.
June 19.—Bold Hunter, from Melbourne, 67 days.
July 26.—State of Maine, from Melbourne, 38 days.

Ocean Telegraphs.—From Falmouth to Gibraltar the distance is less than 1000 miles; from Gibraltar to Malta the distance is 988 miles; from Malta to Alexandria it is 815 miles; from Suez to Aden, 1310 miles; from Aden to Bombay, 1664 miles; from Bombay to Point de Galle, 960 miles; from Point de Galle to Madras, 540 miles; from Madras to Calcutta, 780 miles, from Calcutta to Penang, 1213 miles; from Penang to Singapore, 381 miles; from Singapore to Hongkong, 1437 miles; from Singapore to Batavia, 520 miles; from Batavia to Swan River, 1500 miles; from Swan River to King George's Sound, 500 miles; and from King George's Sound to Adelaide, 998 miles. From Adelaide to Melbourne and Sydney there will shortly be a telegraphic communication overland. From Trinity Bay, in Newfoundland, to Bermuda, the distance is about 1500 miles; from Bermuda to Inagua the distance is about 1000 miles; from Inagua to Jamaica it is 300 miles; from Jamaica to Antigua, 800 miles; from Antigua to Demerara, via Trinidad, 800 miles; from Antigua to St. Thomas, 227 miles; from Jamaica to Greytown, via Navy Bay, 1000 miles; and from Jamaica to Belize, 700 miles. It will be thus seen that all our settlements, dependencies, and colonies in the Peninsular, Mediterranean, Arabia, India, China, Australia, the West Indies, and Central America could be joined to England by shorter submarine cable than that which at present connects Ireland with Newfoundland, and without their touching any powerful foreign state. The aggregate length of these cables will be about 21,000 miles, and reckoning 20 per cent. for slack, the whole length would not measure more than 24,000 miles. These cables would place England in almost instantaneous communication with upwards of forty colonies, settlements, and dependencies, situated 20,000 miles apart, in the eastern and western hemispheres. The mere shipping telegraphic despatches to and from all these places and England would be of incalculable importance to merchants, shipowners, and seafaring people; and the political telegraphic despatches would be of infinite value to the Imperial and Colonial Governments. From the above-named colonies, settlements, and dependencies come the most precious and most useful articles of merchandise, and to them are sent the staple manufactures of Great Britain. Millions of money would be saved to the population of England every year in articles of consumption by English and colonial merchants knowing the state of the home and colonial markets by telegraph. The British squadrons in different parts of the world need not be one-tenth so long as they are, if England and her foreign dominions were enclosed in a telegraphic network. If intelligence were received in England by telegraph of a man-of-war being wanted in any part of the West Indies, such a ship would reach the locality before a ship can at the present time be fetched from the squadron-station at Bermuda, and sent from thence to the required spot.—*Times.*

SYDNEY HEADS.

Date.	Time.	Winds.	Remarks.
October 16.	8·30 a.m.	N.E.	Light breezes.
	Noon	N.E.	Strong breezes.
	5 p.m.	N.N.E.	Ditto ditto.
October 17.	8·30 a.m.	W.S.W.	Strong breezes.
	Noon.	S.E.	Ditto ditto.
	5 p.m.	E.N.E.	Moderate ditto.

DIARY.

MEMORANDA TO THE NEXT PUBLICATION.

October		Sun Rises	Sun Sets	High Water. Morn.	High Water. Aftern.
18	Monday	5 18	6 12	4 57	5 3

Moon.—Full, 20th instant, 23m. 54s. a.m.

GREAT SOUTHERN RAILWAY.

SYDNEY STATION.—Down Trains.

Dist.	Stations.	Pass	Mail	Passenger		Mail
Miles	Leave—	a.m.	a.m.	p.m.	p.m.	p.m.
0	Sydney	6·50	10·0	2·0	4·35	5·45
3	Newtown	6·57	10·7	2·7	4·42	5·52
4	Petersham	7·1	10·11	2·11	4·46	5·56
5	Ashfield	7·8	10·18	2·18	4·53	6·3
6½	Burwood	7·14	10·24	2·24	4·59	6·9
7	Homebush	7·19	10·29	2·29	5·4	6·14
13	Parramatta	7·35	10·45	2·45	5·20	6·30
17½	Fairfield	7·58	11·3	3·3	...	6·48
22	Liverpool	8·5	11·15	3·15	...	7·0
34	Campbelltown	8·45	11·55	3·55	...	7·40

A Goods Train will leave Sydney at 10·15 a.m.

CAMPBELLTOWN STATION.—Up Trains.

Dist.	Stations.	Mail	Pass	Mail	Pass	Mail
Miles	Leave—	a.m.	a.m.	a.m.	p.m.	p.m.
0	Campbelltown	...	7·35	10·45	2·45	3·15
12	Liverpool	...	8·10	11·20	3·20	5·50
16½	Fairfield	...	8·28	11·39	3·39	6·9
20½	Parramatta	7·35	8·40	11·52	3·52	6·22
26½	Homebush	7·55	9·0	12·15	4·15	6·45
27½	Burwood	8·0	9·5	12·20	4·20	6·50
29	Ashfield	8·6	9·11	12·26	4·26	6·56
31	Petersham	8·13	9·18	12·33	4·33	7·3
32	Newtown	8·16	9·21	12·36	4·36	7·6
34	Sydney	8·25	9.30	12·45	4·45	7·15

A Goods Train will leave Liverpool at 1·15 p.m.

SUNDAY TRAINS.

Down Trains will leave Sydney at 8·30 a.m. 2·35 p.m. and 5 p.m. for Parramatta and Campbelltown.

Up Trains will leave Campbelltown for Sydney at 8·5 a.m. and 4·35 p.m.; from Parramatta 9·17 a.m. 3·30 p.m. and 5·47 p.m.

GREAT NORTHERN RAILWAY.

NEWCASTLE STATION.—Down Trains.

Dist.	Stations.	Mixed Trains.		Sunday Trains	
Miles	Leave—	a.m.	p.m.	a.m.	p.m.
0	Newcastle	7·30	2·45	7·30	3·0
1	Honeysuckle Point	7·38	2·53	7·38	3·8
4	Waratah	7·48	3·3	7·48	3·18
10½	Hexham	8·8	3·23	8·8	3·38
[illegible]	East Maitland ... arrive	8·30	3·45	8·30	4·0
	depart	8·35	3·50	8·35	4·5
20	West Maitland	8·45	4·0	8·45	4·15

MAITLAND STATION.—Up Trains.

Dist.	Stations.	Mixed Trains.		Sunday Trains	
Miles	Leave—	a.m.	p.m.	a.m.	p.m.
0	West Maitland	9·0	4·15	9·0	4·30
2	East Maitland ... arrive	9·10	4·25	9·10	4·40
	depart	9·15	4·30	9·15	4·45
9½	Hexham	9·37	4·52	9·37	5·7
16	Waratah ... arrive	9·57	5·12	9·57	5·27
	depart	10·0	5·15	10·0	5·30
19	Honeysuckle Point	10·12	5·27	10·12	5·42
20	Newcastle	10·15	5·30	10·15	5·45

The Sydney Morning Herald.

MONDAY, OCTOBER 18, 1858.

We presume that the debateable matter of the Reform Bill is now nearly passed over, so far as may concern the Upper House. Great concessions have been made by the majority. They have acted wisely. Those clauses which came from the lower branch of the Legislature with a decided vote have been allowed to remain. The most material feature of the bill—the distribution of members, has not been altered one line. The main question in dispute was really the suffrage. It will be a matter of congratulation to all who value our social peace that, if opinions have not precisely coincided, votes have approached very nearly to concurrence. For all practical purposes, it has been denied by the supporters of the bill that they desired to confer the franchise upon every man who might happen to be a denizen of this country. It was not their wish that the dangerous classes of society should be entitled to appoint the rulers of the people. It was stated by a learned Judge that in one district alone there were 500 persons under the surveillance of the police—sometimes in prison, sometimes out. These would be sufficient to turn an election, and would assuredly be found on the side of whatever candidate would espouse the cause of violence or plunder, or scatter profusely the means of intoxication. We maintain that the clause as it now stands will give a vote to every man in the cities who is in a position to exercise the suffrage with any advantage to himself or benefit to the country. It cannot be said to bestow inordinate power upon property, because it will be found that the interests of labour carry a much larger proportion of votes, and would be fatal to property, were not property and labour represented often in the same individuals—where they are not, many who, however strong their sympathy may be for transitory interests—have begun to realise that transitory interests are dependent upon the protection of those which are stable and permanent. We need hardly point to the improvement of the clause as it now stands. Ministers themselves have admitted that it contained errors of a most serious description—that it had not at all secured the purposes which they intended — that it blundered upon some points which, though not of political consequence, were yet of great import as affecting the facile operation of our political institutions. The clause, as it now stands, gives a vote to every person lodging for six months together in any place of £5 annual value, or 2s. per week; to freeholders; to leaseholders; to persons having Crown licenses; to those who are in a receipt of a salary and under engagement for twelve months; and to those who have £50 deposited in the Savings Bank. We need not again point out the defects of the clause as it stood; how it deprived persons of their votes as residents if they were entitled as freeholders; or, if they lost their title as freeholders, how it disqualified them to vote as residents until a new enrolment had taken place; how it encouraged the creation of fictitious freeholds and leaseholds, enabling political organisations to entirely swamp a constituency. This was a most flagrant error. It would have had this effect: Let us suppose that there are 500 voters in a constituency. If those voters have 20 qualifications each they can vote only for one. It would have been possible, however, for 500 persons residing out of the district, by the creation of fictitious freeholds and leases (to the currency of which no date was assigned), to have entirely disfranchised the *bona fide* constituency. Is it possible that any Government could contemplate a thing so absurd?

The mere wind-bags of reform will experience a collapse. They no doubt calculated that the Upper House would smash the bill, and that thus twelvemonths more would be happily spent in the squabbles of faction. How many stereotyped speeches will become useless after the adoption of this clause! How few will be the persons in the crowd who will feel themselves aggrieved because the men who are not enfranchised by the operation of this bill are not the masters of their destinies! A small tail of the Reform League will no doubt maintain its vitality. Mr. Benbow, like the widow of Mahomet, to whom they confided the Prophet's tomb, may devote the remainder of his life to watch the relicts of that illustrious association. Mr. Lutwyche may again attempt to storm it into life. But we are sure that few men will be found who understand the provision assented to by the Legislative Council—who will think it too narrow to embrace all whom it is desirable to include. There are some improvements made by Mr. Deas Thomson upon the plan of the Ministry, and some made by the House upon the plan of Mr. Thomson. Some indeed have been suggested by the Solicitor-General himself. As a legal achievement, therefore, the House must divide the honour of the clause. Mr. Deas Thomson carried by a majority of 24 to 8, an improvement which will be generally appreciated. All the difficulty about change of residence, involving a loss of qualification, has been abolished, by making an enrolment an absolute right to vote in itself for the current year. Thus, once upon the list always upon the list, until a new one is constructed. Our readers who have seen how often persons have been deprived of their votes by change of residence, will acknowledge that this is a great improvement. Nor is it less so in another sense. It has shortened the questions to be put to an elector, who will have to answer only one, and that relating to his identity, a question which may be proposed universally without retarding the ballot. It appears, however, possible to improve this clause. No man should be left off the roll if he hold the same kind of qualification in the same district, although he may not have acquired the new one for six months. To Mr. Deas Thomson we owe also the retention of the salary clause, explained and improved as it was by a suggestion adopted on the recommendation of the Solicitor-General. We think also that there was some objection to the clause in reference to the lease, which required a currency of three years at the time of enrolment. If a man has held for several years he may be allowed safely to vote to the end. The views of both parties were effected by substituting the words suggested by Mr. Wise, "which shall demise in three years"—thus including the whole lease. To test the liberality of the bill, we advise our readers to look around them, and discover, if they can, who are excluded from the franchise, and then let them analyse the position of the people excluded. They will find at least that, so far as any desirable class may not be included, the tendency of their political sympathies would certainly not tend to support the cause of radical reform.

It has been our earnest wish to see harmonised on one measure men of all parties who really wish well to the country, and this could only be accomplished by leaving on both sides the hard theories of constitution-mongers, thus to adapt our system to the country in its physical and social conditions. To some extent, perhaps, this object has been accomplished.

The Commissioners appointed to enquire into the accident on the Parramatta railway, were instructed not to confine themselves to the immediate subject which gave rise to the investigation, but to examine generally into the condition and management of the railway. In their first two reports they entered fully into an explanation of the cause of the accident, and gave the reasons which led them to the conclusions they have adopted. In the third, and final report, they glance briefly at the state of the railway generally, and the style of management.

They confirm the testimony already frequently given as to the condition of the permanent way as far as Parramatta,—though very costly, it is very defective. The cuttings and embankments are too narrow, the bridges are badly designed and made of improper materials, the ballast is deficient both in quality and quantity, and these defects are aggravated by the heavy rains that fall. But such repairs as are necessary to meet the wants of the existing traffic have been supplied, and are continuously being supplied, and the line, though expensive to keep up, is not in any respect to be condemned as dangerous. The Commissioners approve of the ameliorations effected by Mr. Whitton, and report that he is not in any way hampered in carrying out whatever works he deems necessary. There is no ground, therefore, for any want of confidence as to the safety of the line. The locomotives the Commissioners find to be wastefully and destructively heavy. The purchase of these engines was one of the errors of the early management, when the economy of railroads was not so well understood in the colony as it is now. Mr. Whitton, long ago, recommended the purchase of lighter engines as the cheapest plan, and the Commissioners endorse the recommendation. With the rest of the rolling stock no fault is found.

With the general conduct of the traffic, the Commissioners are contented, and find no suggestions necessary, beyond the desirableness of having a communication between the engine and the guard. This has been frequently recommended in England, though never adopted, from some imagined difficulty in the way; yet in America it is carried out by the simple expedient of passing a rope along the whole train, which is attached to a bell on the locomotive. This communication would be no guarantee against such accidents as that which lately happened; but in many cases it would afford the opportunity of giving timely warning.

As to the position of horse-boxes and luggage-trucks in a passenger train, the Commissioners conclude that no position can be denounced as positively dangerous, but at the same time express themselves convinced that the tail of the train is the best place for them, though it is not the usual place.

The telegraph has not been much used as yet for the purpose of managing the traffic, because the want of instruments has been so great that until quite lately the needs of the inter-colonial telegraph have not been supplied. But with a full supply of apparatus this defect will be remedied, and an additional safeguard against accident will be furnished. It is almost impossible to work any length of single line without the aid of wire, and in America, where most lines are single, the adaptation of the telegraph to the hourly control of the traffic has been reduced to almost a perfect system.

The Commissioners report that no difficulty has been thrown by the department in the way of enquiry, but they have found themselves in several points at fault in consequence of the late period at which they entered on their task, and they recommend, therefore, that there should be a standing appointment of some person or persons to take cognizance of accidents, so that an examination of the line might take place immediately, and before any repairs have been effected. The recommendation is not inappropriate, though we hope it may be many years before any second such enquiry shall be rendered necessary.

It is highly creditable to the management of the railway that the Commissioners can find so little to suggest in the way of improvement, and so little to condemn for which the existing authorities can be considered responsible.

LAW.

SUPREME COURT.—Saturday.

Sitting as in Banco.

Before the Chief Justice and Mr. Justice Therry.

CERTIFICATE.

The certificate of discharge granted by the Chief Commissioner to Stephen Prentice, was confirmed by the Court.

COOPER V. ARKINS,
HIGGERSON V. HARRIS.

The *rules nisi* for compulsory sequestration in the above cases were made absolute by the Court on the motion of Mr. Windeyer.

IN RE J. W. ROBERTS.

In the estate of John Walmsley Roberts, Mr. Holroyd moved that the decision of the Chief Commissioner, refusing the insolvent his certificate, might be set aside.

The Court, after hearing Mr. Holroyd, reversed so much of the Commissioner's decision as refused the insolvent's certificate, and ordered that such certificate should be suspended for six months, on the ground of his not having kept proper books.

EX PARTE BOGGIS.

This was an objection to the plan of distribution in the estate of Morris and Moon. Mr. Windeyer appeared in support of the objection, Mr. Cary against it.

It appeared from the affidavits, and the facts admitted by counsel, that the objecting creditor was the captain of a ship, and had, as a captain, been held a servant within the Act by a judgment of the Court. In the plan of distribution he had been simply ranked as an ordinary creditor. He now claimed, therefore, to be ranked as a preferent creditor. It appeared that, in June, 1855, the estate of Morris and Moon was sequestrated. The captain came into port whilst the estate was so under sequestration. The estate was released from sequestration in December 1855, a composition having been entered into with the creditors. The now plaintiff made no claim in the estate, but a suit was instituted by him in the Admiralty Court, which he lost. In January, 1856, the estate of Morris and Moore was again sequestrated, and the plaintiff put in his claim as a preferent creditor.

It was resisted on the ground that the plaintiff was not a servant at the time of sequestration, and the case of Duke v. Curtis, September, 1856, was cited in support of that point. The Court held that the captain was entitled to rank as a preferent creditor, both according to the letter and spirit of the Act, he was a *bona fide* creditor at the time of sequestration, and, as he had not voluntarily left his master's service, his claim as a preferent creditor had never been abandoned.

THE QUEEN V. ROGER AND ANOTHER.

This was a special case from the Maitland Circuit Court. The prisoners were two aboriginal natives, Roger and Jemmy, who were charged with the murder of a man named Chemiere. The latter had left a public-house in a state of semi-intoxication, taking with him the means of getting still more drunk. At a late hour he returned, dreadfully burned; and, when questioned as to how he received these injuries, he accused first one and then the other of the prisoners of having put him on the fire to rob him of his money. But it turned out that the man had not been, in fact, robbed, and there were no such marks of struggling about the fire as must have been seen if Chemiere's statement was true. The probabilities seemed to be that Chemiere in a fit of drunken insanity—such as he had before laboured under—had got on to the fire, and had fancied the assault of the blacks. Against Jemmy there was no evidence beyond this wholly unconfirmed statement of Chemiere, as, when asked if he put the white man on the fire, he at once denied that he had done so. Roger, when similarly questioned, had said nothing, and the question was whether this silence was such evidence, in the character of an admission of guilt, as warranted the learned Judge who tried the case in sending it to a jury. The jury had persisted in finding both men guilty, although their attention was strongly called by the Judge to the weakness of the evidence. Since then, however, and notwithstanding the verdict, Jemmy had been discharged on the advice of his Honor, upon the ground, it is presumed, of their having been no case against him to go to the jury at all. The only question then remaining was, whether there was such evidence against Roger, as legally prevented his Honor from withdrawing that case from the jury.

The Attorney-General admitted that this was not a case in which the verdict ought to be acted upon, but submitted that the silence of Roger, when an accusation of crime was preferred against him, was evidenciary of his having admitted this charge—such a scintilla of evidence, at all events, as must prevent the withdrawal of the case from the jury.

Mr. Windeyer urged that the fact of Roger having understood the charge should have been proved before even this piece of evidence, small as it was, amounted to anything.

Their Honors held that the silence of Roger, when accused, was, in fact, such a scintilla of evidence as to render it necessary to send the case to the jury; but the presumption which might have been raised upon this scintilla of evidence was completely rebutted by the other facts in the case. The evidence as a whole was decidedly in favour of the accused, and the verdict of the jury was wrong. Although, therefore, judgment upon the point reserved must be given for the Crown, a record would be made to the effect that the prisoner ought never to have been convicted, and should, consequently, be discharged.

Sittings for the Trial of Causes.

Before Mr. Justice Dickinson, and a jury of four.

MONTGOMERY AND ANOTHER V. LORD.

This was an action to recover for work and labour done, and materials provided for defendant by the plaintiffs, on a contract for the building of a house at Saint Leonard's.

Mr. Broadhurst, Q.C., and Mr. Butler appeared for the plaintiffs; and Mr. Wise for the defendant.

The plaintiffs had on the record admitted receipt of several payments on account of the work, and claimed a balance now due, of £63. To this the defendant pleaded that he had tendered to plaintiffs a sum of £25 in payment of their claim, and on their refusing to accept it he had paid into Court the said sum of £25, and beyond that sum he was not indebted.

It appeared that the plaintiffs had agreed to do the work at a certain rate, and their father had previously contracted to perform the job for the same price, but had been discontinued in it by defendant, on account of his neglecting it. At the time of plaintiff's undertaking the work, there was a quantity of new stone on the ground, which had been provided for the carrying out of the father's contract, but had been paid for by Mr. Lord, and he stated now that, before he permitted the plaintiffs to take up their father's agreement, he stipulated with them that they should allow a reduction, from the payments to come to them, of the price which he had paid for this new stone—viz., £35—and that the plaintiffs agreed to that stipulation, and commenced the work.

On the part of the plaintiffs this agreement was denied. One of them stated that there were sixteen perches of *old* stone on the ground, for which they agreed to pay, and gave the defendant a credit of £16 for it, in their particulars of demand in this action, and that there was no new stone on the ground at all. The other plaintiff said that they had agreed to pay Mr. Lord for sixteen perches of *old* stone, and that there was in addition to that eighteen perches of new stone on the ground. There was a difference of measurement in the work done by plaintiffs, they asserting that it came to eighty-one perches, and Mr. Bibb, the architect, who measured it for defendant, stating that it amounted only to seventy-nine perches.

His Honor having summed up, the jury found a verdict for defendant.

Business for This Day.

Jury Court.—Suttie v. the Bishop of Sydney, Spalding v. Smith, Holmes v. Stewart, O'Neil v. Aitken, Wood and Wife v. Nunn, Darley v. M'Mahon.

Banco Court.—Keep v. Graham, Kingsborough v. Teillard, Bland v. Nott, Newcastle Coal and Copper Company v. Wright, Warden v. Warden, Leathes and another v. Ellis.

Masters' Office.—Dangar v. Coulson, to settle minutes; Riley v. Fullerton, adjourned examination; Segerson v. Loder, to settle minutes; Nash v. Ross, on charge of May; Cohen v. Brodie, to settle minutes Robinson v. Johnston, to settle minutes.

Equity Business.—We are authorised to state that Mr Justice Milford, the Primary Judge, will arrive in Sydney by the next steamer from Brisbane, and will proceed with the Equity business of the Supreme Court. His Honor will probably remain in Sydney until the commencement of February next.

INSOLVENCY.

MEETINGS OF CREDITORS.

Monday, October 18.—Duncan Dyson, single, half-past 10, Rudolph Schlostein, special, for proof of debts, quarter before 11. Alexander Waugh, second, 11. Peter Licher, single, 12. John V. Wareham, first, half-past 12. Patrick M'Garry, single, 1. William G. Barker, single, half-past 2. William A. Leer, special, for proof of debts, 3.

Tuesday, 19.—Alfred Sykes, adjourned examination, half-past 10. Michael M'Evoy, adjourned second, 11; George M'Analley, John Nelson Henry, Samuel Martin Park, Samuel Crook, Hugh Murphy, William Jerrell, John Ellis, certificates, 12.

Wednesday, 20.—Henry Fisher, adjourned certificate, half-past 10. John V. Wareham, second, 11. Charles Oldham, single, 12. Henry E. Pain, single, half-past 12. Francis Monaghan, senior, 1. Abraham Jacobs, single, half-past 2. Bernard F. Hughes, first, 3.

Thursday, 21.—John A. Parfitt, adjourned special, for examination, half-past 10; James H. Campbell, single, 11.

Friday, 22.—William A. Leer, special, for proof of debts, half-past 10. John Garsed, special, for examination, half-past 10.

Monday, 25.—Thomas B. Goldfinch, first, half-past 10. John Mackie, special for examination, half-past 2.

Tuesday, 26.—James Simpson, third, 11. Lawless and Co., adjourned examination, 11. Alfred Levien, John Owen Glanham, Alexander Smith, Alexander Lyle Pattison, certificates, 12.

Wednesday, 27.—George F. Rossiter, third, 11; Henry J. Byrnes, single, half-past 11; Ralph Curry, deceased, single, half-past 12; Henry J. Bate, single, 1; Sylvester Byrne, single, half-past 2; John W. Orpen, first, 3. Thomas Sinclair, adjourned second, 2.

Thursday, 28.—Andrew Williamson, single, 11; William F. Molesworth, single, half-past 11. Bernard F. Hughes, second 12. Frederick Barden, first, 1. William Tibley, single, half-past 1. James and Charles Beaver, first, 2. Charles P. Pritchard, single, half-past 2.

Friday, 29.—John Melly, third, 11. Thomas Delohery, single, 12. Thomas Lawless and Co., third, half-past 12. Richard J. Lee, third, half-past 1. John W. Orpen, second, half-past 2.

Monday, November 1.—Moses M. Jewell, third, 11. John Macdonald, third, half-past 11. Frederick Barden, second, half-past 12. Henry Marshall, third, 1. Thomas B. Goldfinch, second, half-past 1. Charles Gray, single, 2.

Tuesday, 2.—Charles Murray, single, 11. James and Charles Beaver, second, half-past 11. William Shearman, Francis Flanagan, Philip Dew, certificates, 12.

Wednesday, 3.—Robert Furnifull, postponed third, half-past 10. Anthony Edwards, single, 11. Henry Parkes, third, half-past 11. *At Bathurst*, George Tutton, third, 11.

Thursday, 4.—G. C. Tuting, and Tuting and Co., adjourned special, for proof of debts alleged to be due from the partnership estate to the private estate of Tuting, 11.

Friday, 5.—Joseph Fowlds, single, 11. James Connitt, single, half-past 11. John Lawler, single, 12. Bridget Windred, single, half-past 12. Francis Woodward, single, 1. Charles J. F. Aubusson, single, half-past 1.

Monday, 8.—Ebenezer Dibley, third, 11. David Brown, third, half-past 11. Michael M'Dermott, single, 12. Sotheron D. Pick, single, half-past 12.

Tuesday, 9.—John Wallace, Richard Brown, George Butt, certificates, 12.

Tuesday, 16.—Charles Tibbey, Abraham Nash, Richard Jones, Patrick Malone, Gunton Taylor, Andrew Coventry, certificates, 12.

Tuesday, 23.—Mabel Cadden, John Goman, certificates, 12.

SURRENDERS.

Michael Macdermott, of Castlereagh-street, Sydney, cabinetmaker. Liabilities, £1535 16s. Assets—value of personal property, £9 10s.; outstanding debts, £38 15s.: total, £48 5s. Deficit, £1693 11s. Mr. Morris, official assignee.

Sotheron David Pick, of Valentine's Lane, Sydney, butcher. Liabilities, £78 2s. 11d. Assets—value of personal property, £10; outstanding debts, £13 19s.: total, £23 19s. Deficit, £54 3s. 11d. Mr. Perry, official assignee.

CENTRAL POLICE COURT.

Saturday.

Before Mr. Forbes, Mr. Raper, Mr. Weekes, and Mr. Peden.

Eleven persons were convicted of having been found drunk in the streets: two were sent to gaol under the Vagrant Act, and the rest were severally sentenced to pay 10s., or to be imprisoned twenty-four hours

Thomas M'Grath was brought before the Court by constable Newell, who deposed that between eleven and twelve o'clock last night he saw the prisoner strike a man in Pitt-street, and knowing him as an idle and disorderly person, took him into custody for the assault. On cross-examination by prisoner, Newell said further that he knew him (prisoner) to be a tradesman, but that nevertheless he was a constant companion of vagabonds and thieves, and lived mainly upon prostitutes. The man who was assaulted did not attend to prosecute, but their Worships were satisfied with the evidence of the apprehending officer, both as to the prisoner's conduct on the particular occasion, which led to his apprehension, and as to his general character, and sentenced him to pay a penalty of 40s., or to be imprisoned one month.

Robert Jones, a well-known vagrant, found loitering in the streets at an unseasonable hour, was sent to gaol for two months.

The Roster.—Monday, October 18: Captain M'Lean, Mr. A. Fairfax, Mr. J. P. Egan, and Mr. Rowley; Tuesday, 19: Mr. Eliott, Mr. Gordon, Mr. Kettle, and Mr. Armitage; Wednesday, 20: Mr. Alexander, Mr. Hosking, Mr. Skinner, and Mr. Lyons; Thursday, 21: Mr. M'Arthur, Mr. Wilson, Mr. G. Smith, and Mr. Prince; Friday, 22: Mr. R. Hill, Mr. Burnell, Mr. Peden, and Mr. Macnamara; Saturday, 23: Major Lockyer, and Mr. Stuart.

Coroner's Inquest.—An inquest was held on Saturday, on view of the body of Mrs. Elizabeth Tooth, widow of the late Mr. John Tooth, of the Kent Brewery. The deceased was found lifeless in her bedroom on the previous morning; and it appeared that she must have fallen backwards on the floor, whilst seated in her chair, during a fit. Her daughter had left her in her usual health and spirits about a quarter of an hour previously. Dr. O'Brien certified that the deceased had been a patient of his, and had suffered from disease of the heart and nervous debility. He had not seen her, however, for some time. Verdict—"Natural causes."

Result of Land Sales.—Dodds and Co. sold this week, 104 acres of land near Hexham, known as "Moorhouse's Grant," for £624.—*Maitland Mercury.*

ABSTRACT of SALES by AUCTION, THIS DAY.

MESSRS. CHATTO AND HUGHES.—At their Rooms, at 11 o'clock, the Stock-in-Trade of Mr. G. D. Harrison, Bookseller, Stationer, &c.

MESSRS. FRITH AND PAYTEN.—At their Rooms, at 11 o'clock, the Entire Cargo of Eastern Produce, Sugars, Teas, Rice, Coffee, Rum, Southern Whale Oil, Mustard, Salad Oil, Raisins, Cheese, Salt, Herrings, Fish, Kent Hops, Dried Apples, &c.

MR. J. G. COHEN.—At the Bank Auction Rooms, at 11 o'clock, Birmingham and Sheffield Goods, Ironmongery, Guns, 25 Hogsheads Abbott's Ale.

MESSRS. PURKIS AND LAMBERT.—On the Premises of Mr. William Newell, George-street, near the Haymarket, at 11 o'clock, Toilets, Glasses, Accordeons, Cruets, Barometers, Hardware, Violins, Bonnets, Maple-framed Glasses, Engravings, Clothing, Jewellery, &c.

MR. H. D. COCKBURN.—At his Mart, at 10 o'clock, Household Furniture, Clothing, Boots, Shoes, Watches, Jewellery, &c.

MR. S. WOOLLER.—At his New Horse Repository, at 11 o'clock, Horses, Gigs, Drays, Trucks, Saddles, Harness, &c.

MESSRS. MARTYN AND SCHRODER.—At their Bazaar, at 11 o'clock, Saddles and Harness, Horses, Carriages, Gigs, Carts, Harness, &c.

MR. R. P. RICHARDSON.—At the Produce Stores, Circular Quay, at 11 o'clock, Beef, Pork, Tongues, Hams.

MESSRS. BURT AND CO.—At their Bazaar, at 11 o'clock, Horses, Gigs, Harness, &c.

MR. FULLAGAR.—At his Yards, Western Road, at 12 o'clock, 163 Head Fat Cattle, 1200 Fat Wethers, &c.

MESSRS. A. MOORE AND CO.—At the Labour Bazaar, at 11 o'clock, Household Furniture, Pianofortes, &c.

MR. J. JAGELMAN.—At his Mart, at 11 o'clock, Household Furniture, &c.

THE SHERIFF.—At the London Tavern, at 12 o'clock, Right, Title, and Interest in Houses at Woolloomooloo.

Court of Requests.—£30 Jurisdiction.—The Court will commence its sittings at ten o'clock this morning, with a list of 185 cases, of which 113 are undefended. The whole of the undefended cases will be disposed of in the first place; after which, the defended remanets, 28 in number, will be heard; and finally, the defended new cases. The assessors summoned for this day are Messrs. H. Fisher, J.P., C. N. Furlong, and W. S. Friend.

The Comet.—A correspondent, writing from Brisbane River Bar under date 12th instant, informs us that, on the previous night, at half-past six o'clock, he and others saw a very bright comet, bearing due west by compass. The tail slanted to the N.N.W. A clear, bright light like a star shone out from the bottom, and a tail or long stream of light seemed to be thrown upwards from the star. At 7 h. 19 m. 55 s. the angle between the moon and the comet was 35 degrees; at half-past seven it showed out beautifully clear, and was visible altogether about two hours. It appeared to be travelling fast to the W.S.W. Shortly after eight o'clock the clouds came up in dense masses, and a storm passed over to the N.E. For the last three days we have had occasional showers with thunder and lightning. To-day the weather seems taken up, and if we have a clear night I shall be able to send you a few more observations on our visitor.

Araluen Gold Fields—A Word to Disappointed Diggers.—Various remedies have been proposed for the alleviation of some of the many distressing results consequent upon the general failure and abandonment of the Port Curtis Gold-fields, whereby our streets at present afford the disheartening and very unusual spectacle of large groups of stalwart men, apparently out of employment, and undecided what to do. Many of these persons, yielding, no doubt, to a very extraordinary but simultaneous impulse, have, we fear, made such extensive arrangements as to separate them (at all events for some time to come) from those avocations and modes of life with which they were familiar previous to the late supposed discovery. Others there are, and a very numerous class, whose general appearance proclaims them to be genuine, practical miners, —men who have flocked hither from the diggings on the Victorian side and elsewhere, with the intention of trying the promised treasure-grounds of Canoona, and who baulked and discouraged, are now, apparently, at fault as to future movements. To these parties an opportunity seems to present itself, which is, to say the least, deserving of very serious attention. Amongst other gold districts, the Araluen gold-fields, near Braidwood, have been thrown open by their proprietor, Mr. Henry Clay Burnell, J.P., in a public advertisement which appeared in our issue of Saturday. The inducements offered to those desirous of locating themselves, there are such as ought, we think, to have considerable weight with all gold miners, and especially with such as have come from Melbourne, and from the scene of the great northern disappointment at Port Curtis. The confessed object of Mr. H. C. Burnell is to meet the grave exigency which has arisen; and many cogent reasons are brought forward in recommendation of this locality. The Araluen gold-fields, we would remind our gold-seekers and the public generally, are decidedly *not* a delusion, the present occupants having nearly all been digging there for two years past and upwards, and averaging, in their individual gains, twenty shillings per diem. The notice issued by the spirited proprietor, which bears every mark of perfect candour and good faith, states that there are no blanks at Araluen, and that all there engaged are steadily doing well. The depth of sinking requisite, ranges, we are told, from 20 to 40 feet; and the current wages on the place are from £3 to £3 10s. a week. The spot, also, is easily reached from Sydney, the steamer Hunter plying twice every week from the metropolis to the Clyde, Bateman's Bay, from whence to the Araluen gold-fields the distance is not more than thirty miles, which can be traversed by the coach or on foot. The Araluen gold-field comprises a large tract of land, ample for the occupation of two thousand persons, and situated in a valley with plenty of water at hand. The proprietor offers to give written guarantees to every miner, that his return passage to Sydney shall be paid for him, if, after one month's trial, any such party shall be dissatisfied with these diggings. Surely this is, to say the least, a liberal offer, and one which may be safely closed with, as it is not attended with any risk. The thing, at all events, is worth a fair trial by those disappointed gold diggers who are now unemployed in Sydney.

State of the Country.—We have been favoured of late with much rain, and it has proved truly beneficial to the agricultural and grazing interests. The flats are now clothed with a mantle of rich green, and in fact it is the opinion of many long resident in this district that vegetation never advanced with more rapidity than it is doing at the present time. A great deal of hay has been brought in in the last two days, giving much trade to the weighing bridge.—*Bathurst Times.*

The Northern Escort.—Yesterday morning, the Northern gold escort arrived in Maitland, and went on for Sydney at once by the morning train. The quantity of gold brought down was 1088 ounces 16 dwts. from the Rocky River, and 582 ounces 12 dwts. from Tamworth, making a total of 1671 ounces 8 dwts. —a very satisfactory return. The escort was detained three days at the Macdonald River, which was bank high; and two days at the Rocky. The roads were also very bad, owing to the recent heavy rains. For the information of the many Victorian diggers now about town, who have been discouraged by late advices from Port Curtis, we would state that the average weekly yield on Peel River and Rocky River diggings is about an ounce per man, taking the fortnightly escort returns as a guide. What these fields would yield, if a large and enterprising population was settled on them, who can say? We learn that during the last week several miners have departed for these diggings, with the intention of giving them a fair trial. —*Maitland Mercury.*

Canoona Diggings, October 9th.—Extract from a letter to Messrs. D. Cohen and Co.—"People are leaving the diggings in hundreds, dissatisfied with their success, and plenty of them without even putting a pick into the ground. Very many of the old hands on the field continue to do well, but not so well as at first. There are parties out prospecting in hopes of finding a much better field, and very many of the most experienced diggers are of the belief that gold in great abundance is to be found here, but, in the meantime, do not send any goods until something else is found. I think there must be other diggings than this in the neighbourhood. * * * My partner took down a considerable quantity of gold to Gladstone, to be forwarded to you, which, I trust, you have received. We shall send you some more in the course of a few days. * * * I have allowed several parties of the diggers to look at the receipt from the mint, which you kindly sent down, and they appear now perfectly satisfied with the price. R. Hetherington."

West India Steamers.—The Orinoco, which has just left England with the West India mails, is on her last trip. She and the Magdalena are to be broken up, and their engines taken out and put into new ships. The Orinoco and Magdalena have been running about six years, and are worn out. Their cost was about £100,000 each. The Orinoco is gone in the room of the Atrato, the shaft of which is fractured. Fortunately the fracture did not appear until she had completed her last voyage.

PARRAMATTA.

[FROM OUR CORRESPONDENT.]

OCTOBER 15TH.—SYNOD.—On last Tuesday evening, a meeting of the committee of the Parochial Association of All Saints' Church was held, in the parish shoolroom, for the purpose of considering the provisions of the proposed bill for regulating the affairs of the United Church of England and Ireland in New South Wales. It was decided that the parishioners should be invited to attend at a public meeting, to be held in the same place, on the evening of Tuesday next, the 19th instant. The clauses of the bill were discussed *seriatim*. The 9th, or qualification clause, met with opposition—the Bishop's veto, and his presence as president, were referred to, and several minor points in the bill were called attention to, as capable of improvement. All those persons who attend at All Saints, and take an interest in Church matters, should attend at the public meeting on Tuesday next, when they can assist in coming to some decision upon the merits of the proposed bill, and will be able to form some sort of judgment as to what they will require from their representative, whom they will have to elect on the 1st of next month.

SOUTH RIDING.—The electoral roll, of this year, for the South Riding of the county of Cumberland numbers nearly eight hundred more names than last year, amounting in all to 4268 electors, whose qualifications are as follows:—2415 freeholders, 968 leaseholders, 692 householders, 101 salary, and the remainder board and lodging. There are portions of six police districts included in the South Riding—Sydney, Parramatta, Penrith, Campbelltown, Camden, Narellan and Picton, and Wollongong—nearly 2800 of the electors reside in the Sydney district; the greatest number of persons in proportion, living on their properties, appears to be in the Campbelltown district, and the fewest in Penrith. The surnames of nearly 500 electors commence with the letter B—then comes C, M, H, S, and W, and the others in very much smaller proportions.

DOGS.—The attention of the owners of dogs is called to the necessity of their registering their canine friends for the ensuing year.

RAILWAY.—No. 2 plan of the extension of the Great Western Railway, to Penrith, is now open for the inspection of the public, at the office of the clerk of petty sessions.

THE COMET was first generally seen in Parramatta on last Tuesday evening, although we have been informed that some of the King's School boys observed it the evening before, and called attention to it.

SCHOOL OF ARTS.—The lecture on Shakspeare's Henry VIII., by the Rev. F. Armitage, has been postponed until next Wednesday evening.

BRAIDWOOD.

[FROM OUR CORRESPONDENT.]

MONDAY, 11TH OCTOBER.—"More rain, more rest." This proverb has been applicable to every day of last week except Saturday. On Sunday night, 3rd instant, a gentle rain, blown from the south, began falling, and continued almost without interruption day and night until the following Friday morning; but during the same night rain again came down very hard, and caused the creeks and streams to be swollen. However, Saturday and part of Sunday were beautiful days, when the watery element began again to fall copiously. From this moisture the fields and gardens have derived new life, the grass is growing *à vue d'œil*, and the present spring promises very well. But if this rain has done good it has also done some harm. Several claims on the diggings have been swamped, the diggers have been compelled to lay aside their tools, business has been dying, and everything at present is at a stand-still. We expect that to-morrow's escort will be greatly under our last. The falling off in our gold has also been helped by the departure of many of our diggers. Notwithstanding these drawbacks we are informed that a large amount of gold is at present in the safes of the Joint Stock Bank ready for escort.

SCHOOL.—Some time ago we had the pleasure of noticing the opening of a school on Bell's Creek, the building having been purchased by private contributions. It is also to serve as a place for Divine service on Sundays. After having instructed a large number of children during a few months, and put the parents to rather heavy expenses, the teacher has been seized by the raging gold fever, (his destination being Port Curtis), and has left his tender flock to run to waste.

The contract for building the Scotch church of this town was taken on Tuesday last by Messrs. Holder, Franin, and Edwards for the sum of £790, and is to be completed in eight months. We may expect very shortly to see a number of public buildings in the course of erection. Several private dwellings are being built.

A storm is gathering over our Literary Institute, and it is expected that it will shortly burst on the head of one of its honorary and principal managers.

POLICE.—Last Thursday the Police Court was occupied nearly all day with a horse case. The calendar was the heaviest on record, and nearly all the business had to be postponed until that day week. Only two magistrates were present, Messrs. King, P. M., and Bunn. Had the attendance of J.P.'s been more numerous, instead of putting a great many people to inconvenience and expense (most having to come from a long distance), another court—say the Small Debt Court—could have been held in another part of the building. Some change in the present mode of administering justice here is very desirable. Braidwood is rising every day, and every day also is getting more important, but little is done in the principal matters to follow the start.

Potter's Bridge was shaken lately by the heavy rains, and should it be allowed to fall to pieces we shall be in a sad position for a western entrance to the town. A sum of £840 has been put on the Estimates for repairs to roads in this district; some of it could not be better spent than in building at once a good and substantial bridge over the Thistle Creek.

DUNGOG.

[FROM A CORRESPONDENT.]

OCTOBER 12.—The Rev. Mr. Vanderkiste is not yet in a condition to be removed from the hut to which he was conveyed after his rescue. I was in error in stating that when fallen in with he was about two miles only, from a habitation. I am credibly told that the distance is more probably seven or eight miles, and the locality so seldom visited by man, that it is marvellous he was saved from perishing without witness or proof. His getting off the right track, at first, ceases to be a matter of surprise; as it turns out he was benighted, and the usual darkness rendered doubly confusing by the heavy rain that fell. Concluding, after a while, that he had mistaken his road, he faced his horse about, trusting to the animal's sagacity to carry him back to a certain house where he then purposed remaining for the night. The horse unfortunately, took a wrong direction, and the reverend gentleman became at length convinced that his perplexities would exist till daylight. He, therefore, took the saddle off the horse, and seating himself upon it, so passed the night; retaining the horse by the bridle. The next day was spent in a fruitless search for the lost track. Night coming again, with increased horror, drenched with rain, almost distrated, and craving with hunger, he generously let the horse go, that it might roam in search of food, where the herbage was less scanty. When morning returned, his horse to his surprise, was within sight. He chose however, to proceed on foot to the top of a lofty hill that he espied, hoping by getting there, to be enabled to judge what course to pursue to extricate himself from his perilous situation. He failed in his expectations, nor did he succeed in returning to the spot where he had left his horse and saddle. Either from reluctance, or from inability, the reverend gentleman enters very sparingly into details concerning his trials, so that much must remain to be told of harrowing purport. On the Sunday and Monday, he was deaf, and thus denied the slight consolation of listening for responses to his "cooees," which, it may be conceived, were frequently vented, without being told that he spat blood on the third day from vocal exertion. That he managed to wander so long as he did is surprising, inasmuch as he walked the latter portion of the time without shoes. They had been taken off, because trodden out of shape, through walking so much in the wet.

The incident that led to his discovery is strangely interesting. A party of four had gone out after cattle. While driving them homewards, one of the four was thrown from his horse. The disturbance made frightened the cattle into a run, out of the direction in which they were being driven. The party unhorsed, having remounted, went after them, with another of his companions; the remaining two starting after other cattle that they chanced to see in another quarter. The parties were soon separated, the former, approaching where Mr. Vanderkiste lay. Presently, beginning to cooee, with the view of signifying their whereabouts to their companions, they were replied to by Mr. Vanderkiste, and not dreaming but that they were approaching their companions, made towards the spot whence the sound had issued. The one who had been thrown at last caught sight of Mr. V., and at once made for where he was standing. Meanwhile, the reverend gentleman had retired to a sort of gunyah that he made for himself out of branches of trees, and emerging from it in a half-bent posture as the young man approached within speaking distance, frightened the latter into the belief that he had come upon a bushranger. The voice of Mr. Vanderkiste speedily disabused him of his mistake, although the appearance of Mr. V. fully excused the transient terror, for his countenance was extremely forbidding, owing to his face being blackened from contact with the interior of a burnt log, to which he had previously resorted for the sake of procuring sleep.

Tears of thankful joy were shed by the sufferer when he found himself saved, and it is only surprising that exhaustion did not immediately ensue. Sufficient powers of endurance remained to admit of his mounting a horse, and keeping his seat until he reached the hut in which he at present rests.

A fooly-hardy man had a narrow escape from drowning on Saturday night. In company with another horseman the bank of the river was approached. This other party essayed to ford, but sensibly withdrew, when he found the current too deep and rapid. He moreover tried to dissuade his reckless companion from attempting to cross, but without avail, for in he went. Presently, the cautious party, seeing or hearing no signs of success, called out—"Where are you?" and was soon astonished by an acknowledgment in the emergence of his friend from the water near to where he was standing. The venturesome simpleton had had his horse washed from under him and drowned, and his own escape was a narrow one.

The comet now to be seen soon after sunset, will furnish illiterate and superstitious minds with explanatory reasons for everything extraordinary that has happened of late, or that may just now transpire.

We had heavy thunder showers yesterday, and the same to-day. It threatens for a repetition to-morrow, but I hope to be deceived in my prediction.

CLARENCE RIVER.

[FROM OUR CORRESPONDENT.]

OCTOBER 12TH.—Our respected neighbour, Mr. Robert Meston, delivered a lecture, on the evening of the 28th ultimo, at the Grafton School of Arts, upon the Agricultural and Commercial Capabilities of the Clarence and New England Districts—a subject of great interest to us at the present junction, when an agricultural population is rapidly settling down upon the fertile banks of the Clarence River; and I regret that I am unable to give more than a brief outline of the subject, the time not being sufficient to allow the lecturer an opportunity of preparing it for publication. The lecturer prefaced his address by remarking that, although both the Clarence and New England were in the same latitude, the former, being only from 20 to 200 feet above the level of the sea, enjoyed the advantage of a semi-tropical climate, while the latter, with an altitude of from 2500 to 4000 feet, was little warmer than the southern parts of old England; and with such a range of climate, nearly every plant necessary for man could be grown in one part or other of these districts, and consequently that they would ultimately be dependent upon each other for many of the comforts and luxuries of life. He considered that to New England we must look for our supplies of wheat, barley, apples, &c.; and that he thought from the heat of the climate, the absence of sufficient silica in the soil, and the ravages of insects, wheat could be more advantageously grown on the table land than on the brush lands of the Clarence.

The capabilities of the Clarence district for growing maize was very great; with common care, crops were never known to fail, and produced from 50 to 100 bushels per acre. It was the land of maize, olives, vines, oranges, cotton, &c.; and he strongly urged the advantages to be derived from an agricultural association being established here, as a means of instituting experiments upon the culture of these and other plants of commercial value, and disseminating the results of their experience as widely as possible. Maize and oranges it was well known would succeed, but the other articles, more particularly cotton, required a series of careful experiments to determine the value of that article.

It has been remarked that, from the limited consumption of maize, any large increase in the production of that article would so reduce it in price as to be unremunerative. The many uses to which it could be applied would, if known, prevent any such result. As food for man, notwithstanding the prejudices against its use, nothing can be more nutritious or suitable in a warm climate; mixed with an equal quantity of wheat flour, it makes excellent and palatable bread, which, when people became used to it, would be preferred to that made entirely from wheat; while the many preparations of this grain, known in the American States as mush, hominy, hoe cakes, slap jacks, Indian flippers, and puddings of various kinds, demonstrate its extensive use in economical America's cookery, and would save the importation of thousands of tons of flour yearly. For fattening pigs nothing known can equal maize, and few families on the Clarence are so poor that they could not fatten a few of these useful animals with corn of their own growing, and thus save the expense of buying beef, besides having some to sell. A few peach trees and a little maize would be sufficient to grow meat enough for a family. Take the example of America: in Cincinnati alone two millions of pigs are slaughtered in one year; while in this colony, with every facility of doing the same, upwards of £50,000 worth of bacon, hams, pork, lard, &c., were imported last year. Here is an opportunity for your enterprising farmers to reap a golden harvest. With a fortnightly (and which will soon be a weekly) communication by steamers to Sydney, what quantities of turkeys, geese, ducks, fowls, and such like might be profitably raised and sent to a profitable market! Independent of the supply of these dainties for your own use, he thought these considerations alone, independent of many others that might be suggested, were quite sufficient to show that a profitable use could be made of all the maize likely to be grown with the very limited amount of labour available for that purpose. The lecturer justly blamed the apathy and want of enterprise so prevalent in the colony, and instanced more particularly the absurdity of the Clarence people importing the little butter and cheese they get, while 160,000 cattle are running in their district for the sole purpose of making tallow only, which he considered a disgrace to the owners.

The establishment of a local newspaper, a bank, the discussion of these subjects in the School of Arts—which he was most happy to see established—efforts to grow some new article of export, and recommending the opening of a better and nearer road to the table land, which was quite practicable, were mentioned; but our space will not allow any further remarks, except that the lecturer was often cheered, and received a vote of thanks for his interesting address.

PARTICULARS OF SALE of Crown Lands at Grafton: September 30th, 1858.—Country lots near Grafton: Lot 1, 36 acres, sold to Joseph Sharp, for £154 16s.; 2, 26a. 2r. 22p. Joseph Sharp, £121 4s. 1d.; 3, 27a. 1r. 8p., Joseph Sharp, £73 14s. 3d.; 4, 57a., Joseph Sharp, £353 8s.; 5, 24a. 3r., William Bultitude, £100 4s. 9d.; 6, 24a. 3r., Henry Barnes, £111 7s. 6d.; 7, 24a. 3r., Henry Barnes, £99; 8, 26a., Henry Dicks, £158 12s.; 9, 46a., James Battersby, £140 6s.; 10, 61a., James Macfarlane, £161 13s.; 11, 71a., Alexander Macaulay, £173 19s.; 12, 86a., John White, £326 16s.; 13, 72a., John Anderson, £295 4s. Town lots, North Grafton: Lot 14, 2 roods 8 perches, sold to William Sanders, for £11; 15, 2r. 8p., William Sanders, £12 1s.; 16, 2r. 8p., William Sanders, £11; 17, 2r. 8p., William Sanders, £16 1s.; 18, 2r. 8p., Henrietta Allen, £11 1s.; 19, 2r. 8p., William Sanders, £11 3s.; 20, 2r. 8p., William Sanders, £11; 21, 2r. 8p., Michael Grebert, £11; 22, 2r. 8p., William Baker, £11 12s.; 23, 2r. 8p., William Baker, £15 1s.; 24, 2r. 8p., William Baker, £16 10s.; 25, 2r. 8p., William Baker, £16; 26, 2r. 8p., John Baker, jun., £15 10s.; 27, 2r. 8p., W. S. White, £13; 28, 2r. 8p., John Kent, £11 5s.; 29, 2r. 8p., Carl Meyer, £11; 30, 2r. 8p., Carl Meyer, £11 4s.; 31, 2r. 8p., William Bultitude, £11 4s.; 32, 2r. 8p., William Bultitude, £11 6s.; 33, 2r. 8p., George Robinson, £11 5s.; 34, 1r. 35p., William Baker, £16 15s.; 35, 1r. 23p., William Baker, £10; 36, 1r. 23p., Lewis Austen, £9 2s. 6d.; 37, 1r. 35p., J. Macneill Simpson, £9 7s. 6d.; 38, 1r. 35p., Richard Payne, £13; 39, 1r. 35p., Edward J. Webb, £13 1s; 40, 1r. 35p., Edward J. Webb, £9 7s. 6d.; 41, 1r. 35p., L. J. Brennand, £9 8s. 6d; deed fees, £42 5s. Area, 597a. 3r. 6p.; total realised, £2652 4s. 7d.

LIST OF CROWN LANDS taken up as selections, from July 1st to September 30th, 1858, in the vicinity of Grafton, Clarence River.—Portion 16, containing 52 acres, parish of Ulmarra, to John Small, jun., for £53 5s.; 23, 50a., Southampton, Isabella Cameron, £51; 19, 47a., Southampton, Thomas Ryan, £48; 18, 50a., Southampton, Thomas Ryan, £51; 17, 52a., Southampton, Thomas Ryan, £53 5s.; 16, 60a., Southampton, Thomas Ryan, £61 5s.; 6, 40a. 3p., Southampton, Thomas Ryan, £41 15s.; 21, 50a., Ulmarra, J. E. Bayldon, £51; 48, 57a., Ulmarra, William Goodger, £58 5s.; 32, 60a., Ulmarra, William Cavenagh, £61 5s.; 28, 50a., Ulmarra, William Cavenagh, £51; 22, 52a., Ulmarra, William Cavenagh, £53 5s.; 23, 56a., Ulmarra, William Cavenagh, £57 5s.; 50, 15a., Great Marlow, Rev. J. Collins, £36 2s. Total, 691 acres 3 perches. Amount realised, £727 12s.

Notwithstanding the fact that there are now two surveyors in the field near Grafton, a very inadequate supply of land is brought forward for sale, causing a keen competition for the few farms offered, and numbers of intending buyers have been again disappointed in the hope of obtaining land. Surely it cannot be the design of the Government to screw the highest possible price from the purchasers, often leaving them without the means of improving their properties when purchased. The whole of the lands open for selection are taken up, except a few lots, with several feet of water upon them. It is very desirable that there should always be a sufficient quantity of land open for selection, as the delay in waiting for sales is thus avoided, and persons of limited means could get a home without ruinous competition.

We have had a week of wet weather, which was very seasonable; farming operations are being vigorously carried on in consequence, and the young crops are growing luxuriantly.

The Grafton arrived on Sunday evening, with a full cargo and 108 passengers, several of whom were for the Timbarra diggings. In consequence of the increase of traffic to this quarter, I understand it is intended to run the steamer three trips per month, instead of two, as at present. There is every prospect of such an increase of business ere long, as to require a weekly communication with Sydney.

A. L.

Grafton, 12th October.

ALEXANDRIA, EGYPT.

[FROM A CORRESPONDENT.]

AUGUST 25TH, 1858.—On the 12th instant, H. B. M. steam-frigate Cyclops, commanded by Captain Pullen, reached Suez, and reports that on the 23rd ultimo, arrived at Jeddah, and, according to instructions, sent a despatch under flying seal to the Caimakan (as the Pasha was absent), demanding satisfaction, and if no satisfactory answer was received in thirty-six hours, he would proceed to extremities. On the morning of the 25th, forty hours having intervened from time of landing despatch, and no reply, commenced bombarding, firing on the town at intervals, both with shot, shell, and rockets. On the second day, Namie Pasha, Governor of Mecca, went on board, assuring Captain Pullen that the culprits were condemned, but was only waiting instructions from Constantinople, to execute them, as he had not the power of life and death. This communication not being found satisfactory, allowing some 500 pilgrims to embark, the bombardment continued until the arrival of some Egyptian troops, and 507 Bashi Bazouks, accompanying Ismail Pasha, the Commissioner sent from Constantinople, who instantaneously ordered eleven of the leaders of the insurrection to be immediately beheaded in the presence of all the shipping; the others compromised in the late atrocities, amongst whom are some Government officials, are to be sent to Constantinople for trial; fifteen native vessels were burnt and destroyed during the bombardment, and the town has been much injured, and is at present completely deserted, all the inhabitants having fled to Mecca (their Holy City), fearing the return of the "Cyclops."

ISLE OF FRANCE, OR MAURITIUS.

[FROM OUR SPECIAL CORRESPONDENT.]

THIS island, so famed for its produce of sugar, covers an area of 1029 miles, and is one of the most beautiful that studs the Indian Ocean, being situated on the edge of the tropics, in about 20 south latitude. Its climate is generally healthy.

From the sea it presents a very picturesque appearance. In its valleys and plains the eye is attracted by the rich green colour of the plantations, while here and there the tall chimneys of the sugar manufactories are seen piercing from clusters of trees; along the beach the cocoanut waves its spreading head to the fresh breeze, while, if we look upwards, the curious shaped Peter Bottle towers above, whose height is said to be nearly 3000 feet above the level of the sea.

Moreover, as a British possession, and during the present crisis of affairs, this island deserves some notice—not only on account of its exports, but as being the "half-way house" between the East Indies and the Cape of Good Hope. It is likewise a convenient place for distressed vessels, besides being the resort of most of the whaling ships to refit—for in the harbour of Port Louis, its chief port, there is a dry dock, besides two or three patent slips. (A dry dock is now in course of erection, capable of holding ships of 370 feet in length.)

The town of Port Louis is situated in a valley close to the sea-shore, surrounded by lofty mountains. It is well and strongly fortified, having batteries on both sides the entrance of its harbour, while the town is again covered by the guns of the Citadel, which is built upon a huge hill at the back of the town. Its streets are narrow, but regular, and rather nicely laid out, having clusters of trees growing in most parts of the town, which give it quite a countryfied appearance. As to the shops and public buildings, they are anything but striking as to beauty, and, in my opinion, no way creditable to the place. For instance, the Post Office, Treasury, Government House, &c., are but mean apologies for such establishments.

The majority of the population embrace the Roman Catholic faith, but strange to say, among so many inhabitants, they possess but one place of worship (i.e., Roman Catholic). Now, for all to attend at one time would be a matter of impossibility—so that a number of masses are said during the day. As to admittance into the church, or as regards the masses, "first come first served" is their great maxim, so that crowds of persons are to be seen at the doors as early as 2 o'clock in the morning, and these wait until the doors are opened, perchance not before 6 a.m. These people, of course, gain the early mass, and of course they have the day to themselves.

The Protestant Church is a neat little building, much of the country style "at home;" prayers are read as usual three times a day, with the exception that the afternoon service is in French, conducted by the English Bishop there. The want of public amusement in Port Louis is a great drawback to its visitors. There is a theatre there, but it is small, and during my stay there was continually under repair. Lately an equestrian troup or travelling circus, have built themselves a neat building on the Champ de Mars, and seem to take wonderfully. The plain on which it is built, the Champ de Mars, is situated at the back of the town, being the place allotted by Government for all public amusements, such as horse-racing, cricketing, &c., &c.; while here again, once a week, we are afforded an opportunity of beholding the *elite* of the island as they appear listening to the lively strains of the military band. The dialect of the place, that is the Creole French, is very puzzling to the stranger, their dictionary being composed of a multitude of extraordinary words, a mixture of Bengalee, Arabic, African, French, or English. I will give you an instance of what they call French, and which is a very common phrase of theirs, viz., in wishing to say, "I am going," they interpret "*Moi allez*;" and strange, not only do the Creoles use this strain, but the majority of the children born of English parents.

The population of the island, in January last, was about 250,000, of whom 150,000 were Indians: since that time there has been an increase in the Indian population of nearly 10,000. The Chinamen and Arabs muster strong; John Chinaman is the great grocer of the place; the Arabs are mostly merchants, who possess vessels trading between this island and the Arabian shore, while the Indians or Coolies work the sugar plantations. These latter are under engagement with the Government to work five years, at the end of which time they may return, but most of them remain, as they find there is more money to be made in Mauritius than in India; some of them are so satisfied with their position as labourers that they renew a contract, and from well founded authority, I learn they prosper in health and happiness. I would fain conclude this brief sketch of Mauritius, without mentioning a prevailing error with most people, as regards the tomb of Paul and Virginia, celebrated in story as belonging to Mauritius. It is generally supposed that there is something romantic and poetical about

"The spot where now 'their' mouldering ashes lie."

But no, what was my unhappy surprise at seeing a rude pile of bricks, with here and there some remains of mortar. It indeed presented to me anything but a poetical appearance, for you would evidently suppose that the various visitors chip off fragments of the tomb to allay the curiosity of their friends at a more distant land. To use a slang phrase, I was indeed sold. For it was by great perseverance I gained admittance to the grounds in which it is situated, on account of its being private property—which is soon observed, by a notice stuck up to acquaint the curious that their presence is not required there. Through the assistance of some of the attendants at the hotel, close at hand, by working the oracle, one's desire may be gratified. But should the stranger be disappointed by his visit to the tomb, a stroll through the Pamplemouse Botanical Gardens, not many hundred yards away, will afford him much pleasure, as well as repay him for his trouble in coming six miles from Port Louis to visit the funeral pile. There are many other places which are well worth the visitor's attention, of which I may hereafter speak.

—— 1st September, 1858.

It is now some time since we have been favoured with a sight of papers from Australia, owing no doubt to the continued high prices of sugar. We are in no way able to know the state of your markets.

Nor, however, would they be interesting on the subject of sugar only, but to learn what new arrangements you are making as regards your steam Postal Service. You have no idea of the anxiety that prevails here, for there is a fervent hope that before long we shall have a monthly mail from your shores to this, for as the *Commercial Gazette* says, "It is impossible not to be alive to the benefits of a closer connection with Australia, now becoming a large consumer of our produce." The buyers of sugar for the Australian market have nearly finished their purchases, and prices are beginning to recede.—A meeting was held yesterday, at which it was decided to build a dry dock, capable of holding ships of 370 feet in length.

A case was tried yesterday, in Court, on Captain Miles, of the ship Hyderee, for infringement of Quarantine Laws. The two points against him were,—when asked by the Health Officer of Port Louis if he had had cholera on board, he falsely answered, no; whereas two cases had appeared. And again, in reply to the Doctor's question as to the total number of deaths, he had falsely stated 18, when in fact 24 had died. He was convicted in each offence, and a fine of £100 imposed. It is to be hoped that this will prove a lesson to some of the daring captains who have lately tried to evade the inconveniences of the Quarantine Laws of this Port. I am glad to see that a new law has been formed, as regards the breaking of the rules, which is not only to impose a fine, but imprisonment likewise.

The 4th regiment, stationed here, have lately received orders to hold themselves in readiness for India. The 2nd Battalion of the 5th Royals are to relieve them.

His Excellency the Governor, gives a large ball to-night, at Government House, in honor of the visit of Admiral Sir Frederick Grey and Lady Grey to this port, in H.M.S. Boscawen, 70 guns, from the Cape Station.

August 27th.—Barque Lorenzo Sabine, arrived from Melbourne 13th June, and Savu, 7th August, with ponies. The Captain died on her arrival here, at the Bell Buoy.

The following vessels are loading for Australia: 30th August.—Zoe, for Launceston; Gaucho, for New Zealand; Leopold, for Melbourne; Gottfield, for Melbourne.

The steamer Abmena, arrived yesterday, from Calcutta, with invalided troops, on her way home. She brings a mail, but having had cases of cholera on board, since her departure from India, she has been placed in quarantine. The news from India is not very important.

MERCANTILE AND MONEY ARTICLE.

Saturday Evening.

THE following is a summary of the cargoes of the several vessels which cleared from London and Liverpool during the month of June, and have not yet arrived:—

Gladiolus, 556 tons, from London: Coloured cottons, £130; printed ditto, £40; woollens, £170; worsteds and stuffs, £20; ribbons, £100; millinery, £668; hosiery, £20; haberdashery, £170; parasols, £218; umbrellas, £106; apparel, £25; carpets and rugs, £17; bed covers and counterpanes, £30; straw hats, £275; silk ditto, £17; silk ditto and caps, £121; rough leather, £5015; saddlery, £149; books, £348; paper, 211 cwt.; stationery, £282; paperhangings, £140; upholstery, £536; iron bedsteads, £136; tinware, £152; brushware, £135; pianos, £423; corks, 672 lbs.; cutlery, £297; spades, £13; general hardware, £1300; bar and rod iron, 36 tons 15 cwt.; galvanized iron, 19 tons 13 cwt.; sheet lead, 24 tons; shot, 5 tons 10 cwt.; copper, 5 tons 19 cwt.; tin plates, £85; nails, 10 tons 1 cwt.; zinc, 14 tons; steel, 2 tons 5 cwt.; linseed oil, 2660 gallons; rape oil, 480 gallons; turpentine, 400 gallons; varnish, £6; paints, £642; glue, 36 cwt.; pitch and tar, 30 barrels; plate glass, 617 feet; earthenware, £70; small twine, £50; woolpacks, £70; bushel and gunny bags, £167; agricultural implements, £3; sawn wood, 8 loads; blacking, 48 barrels; brandy, 3322 gallons; rum, 5940 gallons; geneva, 2031 gallons; British case gin, 1525 gallons; red wine, 50 gallons; white wine, 482 gallons; beer in bulk, 311 barrels; beer in glass, 50 barrels; hops, 30 cwt.; assorted oilmen's stores, £1377; sardines, 40 cwt.; foreign salad oil, 320 gallons; mustard, £233; starch, £649; blue, £104; white salt, 50 tons; soda, 12 tons; raisins, 75 cwt.; currants, 231 cwt.; figs, 25 cwt.; rice, 700 cwt.; confectionery, £59; whiting, 16 tons. Total declared value of cargo, £21,453.

Free Trader, 409 tons, from Liverpool: Plain cottons, £792; coloured ditto, £3147; printed ditto, £515; woollens, £260; cottons and woollens, £93; muslins, £50; bonnets, £25; haberdashery, £27; apparel, £961; wrought leather, £496; sadlery, £30; books, £335; paper, 183 cwt.; stationery, £397; iron bedsteads, £168; tobacco pipes, 1 case; firearms, £50; general hardware, £107; pig iron, 50 tons; sheet lead, 6 tons; pipe lead, 2 tons; cut copper, 5 tons 17 cwt.; flint glass, £40; window glass, £85; plate glass, 1000 feet; earthenware, £283; ship cordage, £413; bushel and gunny bags, £495; agricultural implements, £12; machinery, £316; slates, 30 tons; sawn wood, 36 loads; British gin, 150 gallons; British spirits, in bulk, 2819 gallons; white wine, 1864 gallons; beer in bulk, 223 barrels; beer, in glass, 70 barrels; cheese, 50 cwt.; bacon and hams, 70 cwt.; salmon, 14 cwt.; oatmeal, 50 cwt.; white salt, 110 tons; other alkalis, 4 tons; raisins, 10 cwt.; currants, 65 cwt.; cement, 100 barrels. Total declared value of cargo, £13,414.

Golconda, 1124 tons, from Liverpool: Saddlery, £320; paper, 35 cwt.; stationery, £17; bushel and gunny bags, £130; beer, in bulk, 225 barrels; candles, 45 cwt.; coals, 50 tons. Total declared value of cargo, £1746.

The following report is from the Quarterly Circular of the West of Scotland Wine Company, dated 11th August:—

Ports.—The vintage prospects of this year are by no means cheering. The oidium has again made its unmistakable appearance throughout the entire of the wine districts, and the severe hail-storms which occurred there early in the spring destroyed much of the blossom; so that there is a certainty of the vintage being a very deficient one, and from the present appearance of the grape, there is no reason to expect it will be a good one in quality. The sulphuring process by which many hoped the ravages of the oidium would be overcome, has proved, so far as port wine is concerned, a great failure, for the whole of the wines of 1857 are so tainted both in taste and bouquet as to be quite unsaleable. Few will again have recourse to a remedy productive of an evil fully equal to that it was expected to overcome.

The imports this year into the United Kingdom up to 31st May, when compared with the like period in 1858, show a decline of 5778 pipes. In the home consumption there is a falling off of 2432 pipes. There is no probability whatever of ports being quoted lower. Really fine old wines are very scarce; they have advanced in price, and will continue to do so.

Sherry.—The imports of Spanish wines into the United Kingdom, for six months ending 31st May last, had declined to the extent of 9096 butts. The home consumption for the same period has also receded 980 butts. As regards the sherry market, even those who have been most sanguine in their expectations of a fall in prices have now given up all such hopes. The oidium has shewn itself virulently throughout the wine districts; and, in addition thereto, the heavy dews and unusually hot days have almost annihilated the grapes, and we cannot hope for a yield equal to last year's, which was not above one-fourth of an average.

Madeira.—In this island, the produce of which formerly averaged 27,000 pipes, the vine is no longer cultivated. The sugar cane will certainly not be so extensively planted as was expected; but grain, cochineal, and other products yield a better and a more certain return than the vine; and there is now not the slightest chance of a resumption of the cultivation of the latter. Stocks of old wines are of course decreasing daily, and Madeira wine will, at no distant date, be altogether a matter of history.

Claret.—We stated in our last circular that Bordeaux wines required twelve months from the time of vintage to develop their characteristics; and as time has passed along, it has afforded ample proof of the truth of this statement. Our expectations at the commencement of the year were cheering, but every day has given proof that the claret vintage of 1857, although not so short as 1856, will still be only about one-third of an average of former years. The wines, however, are of good colour, and, although not possessing much body, they give promise of high flavour, delicacy, and ripeness.

Champagne.—It is at this period too early to form a judgment of this year's vintage. The grapes look well, but all experience is against the probability of two good vintages in succession, especially as regards Champagne and the Rhine. These good vintages usually occur in cycles of twelve years: thus the Champagne and Rhenish vintages most celebrated up to that of last year, are those of 1811, 1822, 1834, 1846. The appearance of the vineyards last year gave every promise, both as regards quantity and quality; but as respects the former, it is now found that the vintage has not been much above one-third of an average. In the early part of this year much fear was entertained for the then condition of wines, and that the sanguine expectations first formed would not be realised; but fortunately they have entirely recovered, and will now equal both in vinosity and quality the celebrated wines of 1846, to which they will now bear a good analogy. Owing to the great scarcity of old wines in champagne, and the deficient produce of recent years, the new wines, as well as the small quantity of fine wines produced in 1856, have commanded unprecedented high prices on the spot. The wines of 1856 may possibly be fit for shipment next year, but those of 1857, from their greater body, will require a longer proportionate time to mature.

Rhine and Moselle.—During a considerable period last year, the Rhine was so low as not to admit of vessels of even light draught passing down from Coblentz; and in consequence of this long continued dry weather, the vintage has not been equal to what we expected. However, the quality of the wine produced fully makes up for the deficiency; for although the 1857 wines will not equal those of 1811, they will surpass those of 1846, and probably equal those of 1834.

Roussillon and South of France.—In these districts, although the quantity is double that of 1856, the quality is decidedly inferior; and as regards Hermitage, there has been no good vintage since 1859, if we except a small quantity produced in 1854.

Brandy.—The imports into the United Kingdom for the five months ending 31st May, compared with the like period in 1857, exhibit the large decrease of 8514 puncheons; the decline in the home trade is 1367, and in the exports 1112 puncheons, or respectively at the rate of 20,435, 3282, 2699 puncheons per annum.

The market continues in a torpid state, and there are few enquiries for the article beyond the necessary supply of immediate wants. When we look to the immense falling off in imports for five months of this year, we must recollect that the exports from Charente to Great Britain for twelve months ending 30th June, 1857, exceeded those of the previous twelve months by 7616 puncheons. The decrease in the imports this year must not be attributed to any scarcity of spirit, but to the determination of the trade not to give orders at the exorbitant prices now demanded.

The arrivals to-day have been the Clarence Packet, from New Caledonia, with sandalwood and cocoanuts. The William and Alfred, from Nelson, with 1263 ounces of gold-dust. The Columbine, from Sourabaya, with 6866 bags of rice, 100 bundles of matting and rattans; and the Fernand, from Valparaiso, with 8000 bags of flour.

The Northern Escort arrived at the Mint this morning, with 1671 ounces 8 dwts. gold.

COMMERCIAL AND MARKETS.—The extraordinary dulness of trade is still a subject of general complaint. Up-country business has been more than usually dull. The absence of country orders may, however, be accounted for by the delays caused in the ordinary communication by the late rains, which have made almost impassable roads and flooded rivers. As the shearing season will have commenced at the large establishments throughout the northern districts, we may expect that shortly trade will revive. The town trade has also been very dull. No business, beyond transactions in articles for domestic use has been done. The excitement, now lulled by recent bad advices, respecting the Fitzroy River mines, tended much to put a damp upon trade. Settlers during the week have been unable to come to town owing to their attention being directed to their flooded lands, &c. Carriers are easily procured. The prospect of plenty of feed and water on the roads induces many to accept lower rates for the sake of their half-starved bullocks. Rates, however, remain at last week's quotations. The market remains without alteration. The advices now to hand from Europe may possibly have some effect on several articles, but at present it is premature to judge. Owing to the recent wet weather no arrivals of wool have taken place, neither do we hear of any purchases. Sheepskins are quoted at from 4½d to 6d per lb. Hides are quoted at from 3s 6d to 9s 6d each. In tallow, three tons have been purchased at £38 per ton. A few small parcels have changed hands at from 36s to 38s per cwt. Tallow is still scarce. The flour market remains in about the same condition. Stocks are light, and millers are firm at quoted prices. The demand is fair, but the market has been slightly affected by the general dulness now prevalent in the trade. In wheat, we hear of no purchases, or of samples being offered for sale. The market price is quoted at 8s per bushel. In maize, three hundred bushels have been purchased at from 4s 6d to 5s per bushel. Several lots have been offering, but have not changed hands, as holders ask 6s per bushel, a price which buyers do not feel inclined to give in the present aspect of the market. Hay is quoted at from £5 to £9 per ton for lucerne, and at from £6 to £10 per ton for oaten. In farm produce, bacon is quoted at 8d per lb. wholesale, retail 1s; hams 8d per lb. wholesale, retail 1s per lb; and pigs' heads 6½d per lb. wholesale, retail 8d per lb. In dairy produce, butter is quoted at 1s 9d per lb. wholesale, retail 2s per lb.; salt butter 1s 3d per lb. wholesale, retail 1s 6d per lb.; cheese 8½d per lb. wholesale, retail 10d to 1s per lb.; and lard 6d per lb. wholesale, retail 9d per lb. In poultry, fowls are quoted at 3s per pair wholesale, retail 4s; ducks 4s per pair wholesale, retail 5s; and geese and turkeys 7s 6d each wholesale. Eggs are quoted at from 8d to 9d per dozen wholesale, retail 1s per dozen. In vegetables, potatoes are quoted at £1 per cwt. wholesale, retail 3d per lb. and 25s per cwt.; carrots 3s per dozen bunches wholesale, retail 4d per bunch; green onions from 2s to 3s per dozen bunches wholesale, retail from 3d to 4d per bunch; and green peas from 1s 6d to 1s 9d per peck wholesale, retail 2s per peck. Beans, lettuces, and other vegetables have been in the market since the rain, but as yet have been sold at various prices. In fruit, oranges are quoted at from 8d to 10d per dozen wholesale, retail from 1s to 1s 6d per dozen; lemons from 4d to 6d per dozen wholesale, retail 9d to 1s per dozen; apples (Van Diemen's Land) 1s per dozen wholesale, retail from 1s to 2s per dozen.

MAITLAND STOCK MARKET.—The scarcity of fat stock still continues, without any immediate advices of a better supply. A draft of fat cattle which we expected in Maitland a few days ago, were sold on the road, to go to Sydney, the buyers for which market keep a very sharp look-out for everything of fair quality, and for which they offer tempting prices; but the sales effected here last week show an advantage to the seller when compared with the Sydney quotations, and, while this is the case, there cannot be any inducement for owners of stock to pass by a good market for one not so good a hundred miles further off. Parties in charge of fat stock would lose nothing by making a little enquiry, under the present peculiar state of the markets, before effecting sales. We are glad to hear the recent delightful rains, so highly beneficial to this district, have prevailed generally through the country, and that, owing to this kindly interposition of a kind Providence, there are now good hopes of abundance and plenty to meet all our wants. Result of sales: 30 head fat cattle (middling), £7 10s each; 60 head bullocks and mixed cattle, at 39s to 67s; dairy cow and young steer, £8; two cows, £1 1s; four horses, £7 each; one pair working bullocks, £14 7s. DODDS AND CO.

ON SQUINTING AS ONE OF THE ARTS.

OCCASIONALLY in the world's history arts have been lost. Thanks, however, to man's ingenuity, their number is, on the whole, upon the increase. Sometimes they spring up in a night, invented and patented before morning; sometimes they have a long struggle for existence, but win it in the end. Perhaps the most interesting cases are those where despised merit at length makes good its claim, asserting itself until the Society of Arts is forced to open its ranks for a new member. It seems to us that the claims of squinting, to be considered as such, have never as yet been recognised nor even examined. At the best, it has never taken higher rank than as an accomplishment, giving a very limited pleasure to very few, and utterly barren of other results. Certain new ideas, however, have at length brought it into repute, and made it prominent in society as an intellectual relaxation. Not only so, but the power of judicious squinting—a power susceptible of a high degree of cultivation—has become, in the eyes (how we miss the usual phrase, "in the hands!") of the philosopher, a valuable instrument of scientific investigation.

These are not paradoxes, but simple matters of fact. If we were not continually being reminded, by the history of science, that the simplest secrets are the last to be discovered, it would astonish us to reflect for how long a time men lived in ignorance of the advantage of having two eyes. They would realise, of course, under the contingency of losing one, the convenience of having the other to fall back upon; but not until the second quarter of this century was it clearly seen what other specific purpose was served by a double organisation; or in what respect, except that of beauty, which is after all conventional, the perfect man was superior to the Cyclop. The history of this discovery is wonderfully interesting. It may thus be shortly written: A few ingenious gentlemen squinted thoughtfully and knowingly for a few evenings, and the problem was set at rest. Science was satisfied, but the art of squinting had yet to be popularised. Science, out of gratitude, lent her aid, and invented a stereoscope; thus making a repetition of the original experiment, to which she was so much indebted, to become a charming recreation for all, and teaching, amongst other things beautiful and instructive, how much is gained by the power of judiciously converging our optic axes.

When a one-eyed man looks, as we have seen one look, into a stereoscope, and declares the effect to be wonderful, we feel for him; but delicacy forbids us to expound to him that he has missed the purpose of the instrument, nor can ever see its true wonders. When a lady, on the other hand, naïvely declares that the effect is to her improved by closing one eye, we see that she is one who is not living up to her privileges, and proceed gently to show her that she is sacrificing one of her most important optical advantages. "Madam," we say, "you cannot squint with one eye; and this little instrument was invented simply to assist you to squint—nothing more." Having startled her to attention, we explain to her that with one eye she was simply looking at a photograph slightly magnified, the objects in which were rendered apparently solid only by the distribution of light and shade, as in an ordinary picture; but that there are two pictures on the slide, which are dissimilar, and that both of these must be seen together, before any real solidity is given. That the lenses do combine these dissimilar pictures into one, is perhaps most simply shown by covering them over alternately with a piece of white paper on which cross-lines have been drawn; the cross is then seen, on looking into the instrument, to be lying upon the uncovered picture. "You see, then, madam, that one must be placed on the other." She evidently thinks in a double sense an imposition.

However, our present purpose is not with the stereoscope, except in so far as it is an appliance which enables thousands daily, without their knowing it, to practise an art whose claims we happen now to be taking under our especial patronage. Squinting, in fact, opens a new source of pleasure, and puts us in possession of a new power absolutely unattainable by any other process. It was invented long since, this art of seeing double; but probably, from being known to be a power often developed under discreditable circumstances, and obtained, it would seem, only in exchange for more valuable faculties, it has fallen into disrepute, and is rarely practised in sober society. Now, however, that in these our times its practice has become with artificial aid an almost universal recreation, its advocacy can be open to no suspicion.

We are familiar, and men have long been so, with the idea of machinery superseding manual labour; but few realise the fact, that the purpose of an optical instrument can be to save muscular exertion; and yet we may reasonably enough imagine what would have been the consequences of the *non*-invention of the stereoscope. The wonderful results brought to light by squinting would for a time have remained known only to the philosophers. Those few who could appreciate the scientific import of those experiments, to which we have before made reference, would have repeated them with their proper eyes, and communicated the results to one another. Soon, however, the general world would have caught up the interest; a mania would have set in, and the optic muscles of society at large would have had a hard time of it. Fortunately a philosopher appeared as a *Deus cum machinâ*, and saved them; so that now those who want only to enjoy the results, and are content to wonder, are spared the necessity of subjecting their optic axes to a tedious drill.

In this case there is a royal road, cheap and expeditious enough. But it *is*, as it were, a railway cut through a tunnel, and between close embankments, and those who travel by it see nothing by the way; so that, for so short a distance, we advise those who like exercise and roadside interest, to walk it.

It was announced, at the time of the first introduction of the stereoscope, that the same results might be produced without the instrument as with it, by the simple convergence of the eyes to a point in front of and between the two diagrams. There were few, however, who tried the experiment with success, and fewer still who arrived at any conclusion as to how the appearance of solidity was produced by these means. Squinting, in fact, with precision is a difficult matter. With most persons, the attempt to bring the eyes to a point at a distance of eight inches in front of the nose, would probably be not attended with immediate success; and to bring that point back or throw it forward an inch at the word of command would require some practice. The fingers, however, must learn to measure on the violin lengths, which are calculable with mathematical nicety, before the right note can be sounded; and so, all the other arts presuppose the exercise of a certain amount of mechanical dexterity. If any possess, or have eighteenpence to spare upon, the well-known stereoscopic slides which consist of mathematical figures in white lines on a black ground, let him endeavour as here under written. Holding one about a foot from him, and directly in front, let him place the point of a pencil in the centre between the two diagrams, and then move it gradually towards his eyes, steadily looking at it. At first, the two diagrams will be seen as four, for no single object appears single to us unless we are looking directly at it, as may be verified by holding a printed page about half a foot behind a candle and trying to read it through the flame, when the flame will be seen double. As the pencil, however, approaches, a point will soon be reached when the four diagrams will have become three, the two middle ones approaching one another, and at last coalescing. Here stop, and looking still at the pencil, suddenly withdraw it, and leave the eyes fixed upon the point where it was. A stereoscopic image is now visible to those who will take a little trouble to see it. Not the same, however, as the same slide will give through the stereoscope, but that reversed. Sixteen out of the twenty-five which form the set are reversible without distortion; the others are simply thrown into Chinese perspective. As we are concerned only to view the middle one, the outside diagrams of the three are in our way; can we not get rid of them? The triple appearance is simply accounted for; the right eye looking at the left-hand picture still sees the other one—just as, though looking at one candle, we still are conscious of another, if it happens to be near it—and the left eye, again, though it is looking across at the other picture, still sees out of its corner that which is immediately in front of it. To shut the obtrusive images out, all that is wanted is a card with a hole in it about an inch square: this held with the middle point of the hole where the pencil was before it was withdrawn, will let the stereoscopic image through, and stop the two others.

A small cardboard box about the size and shape of an ordinary stereoscope, with such a screen as we have described fixed permanently in it at the proper distance—which may readily be found by experiment—and two holes at the top for the eyes, will, we may promise our readers, fully repay the small investment of ingenuity and trouble required for its construction. If across the aperture of the screen a thread is stretched with a small knot in the centre, it will generally direct the eyes even of the uninitiated squinter at once to the precise point at which the stereoscopic effect starts into view. We have thus not only put ourselves out of all obligation to lenses, but we have obtained a most curious and interesting result. The solid image we now see differs, as we have said, from that which the same diagrams produce for us when looked at through the ordinary stereoscope. It seems nearer to the eyes, and smaller than before, and is, besides, reversed, concavities having become convex, a raised pyramid shewing like a hollow box, and a railway tunnel being turned inside out, as one might serve a stocking. Does any one ask the reason, he is in a fit state to receive further instructions. Perchance, friend, thou knowest not the distinction between fore and aft squinting. The former of these mysteries of the art we have already descanted upon; the latter, though not generally open to neophytes, we are not willing to divulge.

There are, we imagine, few persons who can readily converge their eyes to a point further from them than two objects, as two candles, so as to see an image of a third candle between them. It is not, however, by any means an unattainable feat. The first condition of success is that the two objects be nearer together than the two eyes. The ordinary stereoscopic slides are unfit for the purpose of these further experiments, corresponding points upon them being not closer to one another than two inches and a half. Some of those geometrical diagrams which we have mentioned are, however, so simple that they may readily be drawn to a diminished scale. With a pair so drawn, the attempt may be made. A hint to success may be furnished from these considerations. We shall want, as before, to banish the two side images; but as the eyes are now not to cross in front of the diagrams, the left-hand diagram must be concealed from the right eye, and conversely, so that the eyes may look straight forward at the pictures in front of them respectively. To do this at once will therefore simplify the problem. Place the two diagrams nearly close together upon the table; hold a card vertically as a wall of partition between them, so that the eyes may look each down a different side of the card. Soon a single picture will be seen, or rather we should say, a solid image produced by the combination of the two pictures. This image will be the same as is produced in the ordinary stereoscope by the same diagrams placed in the same way; so that, if we construct a small box with a vertical wall of partition permanently fixed in it, we have a home-made stereoscope without lenses; its only imperfection being that it is not adapted for viewing pictures of the size of those with which photography now so abundantly supplies us. These may be used with the box we first described, and since that will reverse them, strange and highly curious results will sometimes be produced. The foreground of a landscape, for instance, may retire into the distance, and the objects in the background come forward, while a street may be thrown into perspective that agrees better with Hogarth's caricature that with the rules of the Academy. If we cut a slide in two, however, and make the diagrams change sides, our first box will unite them into a true solid image, while a box of the construction last described, would, if the distance between our eyes were greater than it is, distort them. The lenses of a stereoscope, therefore, aid us in two ways: they give us the advantage of viewing larger pictures; and, again, save us the trouble of finding the right point at which to look, by artificially placing the two pictures together, and leaving us to look at them at our leisure. For our part, gratefully acknowledging this assistance, we yet contend that as long as the optic axes remain uneducated, men will not appreciate at its true value a discovery which throws clear light on part of the mystery of vision, and distinctly gives the nineteenth century a new idea. That we obtain our perception of solidity from the fact, that the two images of a solid body formed in the two eyes are dissimilar, could not be demonstrated otherwise than by recombining two such dissimilar plane images, and obtaining therefrom a perception of solidity. Herein was the art of squinting the handmaid to science. Most persons, regarding the stereoscope as belonging to the genus "optical instrument," are content to set its wonders down to natural magic, or say generally that it is an illusion of the eyes. True; but as it is an illusion which any one, with ten minutes' practice, may reproduce at pleasure without any instrument whatever, and helps, moreover, wonderfully to explain that other illusion of our seeing things as they really are, it is well to try our own powers, and reflect upon what they make manifest to us. Therefore do we advocate an art, through the practice of which a few minds in the present generation have been led up to the discovery of highly interesting truths of science, and the multitude enjoy a pleasure which never would have existed but for that discovery. There must be something in it.—*Chambers' Journal.*

POPULAR EDUCATION.—A Royal Commission has been issued "to inquire into the present state of popular education in England, and to consider and report what measures, if any, are required for the extension of sound and cheap elementary instruction to all classes of the people." The members of this commission are—the Duke of Newcastle, Sir John F. Coleridge, the Rev. W. C. Lake, the Rev. W. Rogers, Goldwin Smith, Esq., Nassau W. Senior, Esq., and Edward Miall, Esq. "It will scarcely," says the 'Press,' "be objected by any one that this commission is not on a sufficiently broad basis. Most educational opinions may reckon upon some sort of representative at this board. Probably that which is least strongly represented is the high church section. Only one or two out of the seven members can be said to be selected from among the leading members of the National Society. But probably, as the object is to discover, if possible, something new, and not to remain too sluggishly in the old tracks, this choice of 'advanced men' may be fully accounted for."

FISHING FOR CABLES.—The English steamer Elba arrived at Cagliari recently, having been so fortunate as to discover and take on board the two electric cables which Mr. Brett endeavoured in vain about two years ago to lay down between Spartivento, Bona, and Gallita. These cables, although worth a considerable sum if recovered, were disposed of by Mr. Brett for a mere trifle.

SYDNEY MORNING HERALD.—Parties desirous of subscribing to the HERALD can be supplied by the following recognized NEWS' AGENTS, who are authorised to give their own receipts for payments:—

CITY AND SUBURBAN AGENCY.

F. Larter	Constitution House, South Head Road.
John Airs	No. 15, Kent-street, North.
Thomas Pierce	Corner of Yurong and Stanley streets.
William Malsbury	35, Parramatta-street
William Hogan	113, King-street East.
F. Codner	(for Glebe,) 402, Brickfield-hill.
Benjamin Lee	(Old HERALD Office,) Lower George-street
F. Codner	555, Brickfield Hill.
Peter Munro	25, Woolloomooloo-street
James M'Kinlay	Paddington, opposite Barracks.
Messrs. Perdriau and Co	Balmain.
W. Davey	North Shore
Maclean	Rushcutter's Bay.
Thomas Grace	Postmaster, Toll Bar, Waverley.
Mrs. Fleming	Postmistress, Pyrmont.
J. B. Mummery	Chemist, Newtown.
James Dole	Camperdown.
Mr. Williams	Post Office, Petersham.
Mr. Daniel Kelly	Five Dock.
P. M'Grath	Longbottom, Concord, &c.
W. West	Post Office, Botany Road.

COUNTRY.

William Abraham	Windsor, Richmond, Wilberforce, and Pitt-Town.
E. Mason	Parramatta.
James Manfield	Smithfield.
E. Goerts	Liverpool
Thomas Fisher	Campbelltown
George Pope	Kissing Point, Ryde.
R. Blair	East and West Maitland.
John Wisdom	Morpeth
M. Doherty	Raymond Terrace.
G. Cottrell	Penrith, Emu, and St. Mary's
Bishop and Cullum	Newcastle.

AUSTRALIAN JOINT STOCK BANK.—NOTICE is hereby given, that interest is allowed by this Bank, on fixed deposits as follows, namely:—

At 5 per cent. per annum for a period of 6 months
4 " " " 3 months

The rate of interest for longer periods to be matter of special arrangement.

For the greater convenience of depositors, Bank Post Bills, with interest added at these rates, respectively, are issued payable to order, and are thus negotiable at any moment.

By order of the Board of Directors,
A. H. RICHARDSON, General Manager.

ENGLISH, SCOTTISH, AND AUSTRALIAN CHARTERED BANK.
(Incorporated by Royal Charter 1852).
Paid-up Capital £500,000
INTEREST ON DEPOSITS.

		Per annum.
Repayable on 7 days' notice	...	2½ per cent
Ditto on 15 ditto ditto	...	3 ditto
Ditto on 3 months ditto	...	4 ditto
Ditto on 6 ditto ditto	...	5 ditto
Ditto on 12 ditto ditto	...	5½ ditto

For sums amounting to £2000 and upwards, interest according to special arrangement.

JOHN YOUNG, Manager.

ORIENTAL BANK CORPORATION
(Incorporated by Royal Charter.)
Paid-up Capital ... £1,260,000
Reserve Fund ... 252,100

Interest will be allowed on fixed deposits, lodged after date, as under, viz.:—

		Per annum.
Subject to 7 days' notice of withdrawal...		2½ per cent.
Ditto 15 ditto ditto	...	3 ditto
Ditto 3 months ditto	...	4 ditto
Ditto 6 ditto ditto	...	5 ditto
Ditto 12 ditto ditto	...	5½ ditto

And on deposits of large amounts according to special arrangement.

GEORGE K. INGLOW, Manager.
Sydney, 13th April

AUSTRALIAN MUTUAL PROVIDENT SOCIETY —INCORPORATED (WITH IMPORTANT PRIVILEGES) BY ACT OF PARLIAMENT OF NEW SOUTH WALES for granting Assurances on Lives, Present, Deferred, and Reversionary Annuities, and Endowments for Children and Old Age, on the principle (PROVED BY AN EXPERIENCE OF 150 YEARS OF KINDRED INSTITUTIONS IN THE MOTHER COUNTRY TO BE THE MOST EQUITABLE AND SAFEST FOR THE ASSURED) of Mutual Assurance and a periodical division of the whole of the profits among the whole of the members.

Chairman—THOMAS HOLT, Esq.
Deputy-chairman—JOHN FAIRFAX, Esq.
ROBERT THOMSON, Actuary and Secretary.
Principal Office—Hunter-street, Sydney.

LONDON CHARTERED BANK OF AUSTRALIA
(Incorporated by Royal Charter.)
Paid-up Capital ... ... £700,000.

DEPOSIT RECEIPTS granted, bearing INTEREST at the respective rates of 3, 4, or 5 per cent. per annum, according to amount and the period for which the money is lodged.

BILLS FOR DISCOUNT received DAILY until 12 o'clock noon.

Sydney, April, 1858. EDWIN BRETT, manager.

MARINE ASSURANCE OFFICE, 119, George-street, opposite Jamison-street.—Applications for Insurance received daily from 10 a.m. to 4 p.m. Rate of Premiums, &c., to be obtained at the office. J. B. METCALF, Ship and Insurance Broker. September 20, 1856.

THE ATLAS INVESTMENT AND BUILDING SOCIETY, established April 1, 1858, pursuant to Acts of Council, 7 Victoria, No. 10; 11 Victoria, No. 10; and 11 Victoria, No. 53.

TRUSTEES:
Messrs. John Fairfax, Michael Metcalfe, George Wigram Allen.
DIRECTORS:
Messrs. S. Hebblewhite, Alfred Fairfax, William Speer.
BANKERS:
Commercial Banking Company.
Secretary:—Mr. J. R. Treeve.
Offices:—214, George-street.

This Society is established for the purpose of enabling its members to purchase freehold or leasehold property, or to pay off mortgages, the loan being repaid by easy monthly instalments, and to provide for those not requiring loans an opportunity for the investment, at interest, of small savings, which will imperceptibly increase to a useful sum.

Intending shareholders are informed that in consequence of the number of shares now issued the entrance fee has been raised to fifteen shillings per share, and will progressively be increased with the number of shareholders. Shares and every information as to the re-payment of loans from this Society may be obtained of the secretary daily, between the hours of ten and four.

By order of the Board of Directors,
J. R. TREEVE, secretary.
October 15th, 1858.

PREMIUMS ON FIRE INSURANCE GREATLY REDUCED.
THE LIVERPOOL and LONDON FIRE and LIFE INSURANCE COMPANY.
Empowered by Acts of Parliament.
Established in 1836.
Having a Colonial Proprietary, and the following Board of Directors in Sydney:
J. S. Willis, Esq., Chairman.
Hon. G. K. Holden, Esq., M.L.C. | J. B. Watt, Esq.
Hon. Sir Daniel Cooper, M.P. | B. Buchanan, Esq.
AUDITORS.
Hon. John Alexander, Esq. | Archibald Campbell, Esq.
MEDICAL REFEREES.
Hon. John Mac Farlane, Esq., MD.
Hon. Arthur M. A'Beckett, Esq., M.L.C.
Bankers—The Bank of Australasia.
Solicitors—Messrs. Norton, Son, and Barker.
Surveyor—Francis H. Grundy, Esq., C.E.
Resident Secretary—A. Stanger Leathes.
Offices, Margaret-street, Wynyard-square.

Capital subscribed exceeding ... £1,880,000
Accumulated Funds and Capital paid up, exceeding ... 1,088,000

Of which £130,000 is invested in the colony, in Government and other securities.

Reserve Surplus Fund, £214,000—with unlimited liability of the shareholders.

The Directors continue to grant Policies of Insurance in both departments of the Company's business upon terms which will be found as liberal as those of any other office.

The fact of this Company having, since its establishment in 1836, paid claims exceeding One Million Sterling, (£1,000,000), those during 1857 exceeding £200,000, is the best guarantee that can be offered of its liberality; whilst its enormous annual income, £450,000, and its large amount of accumulated funds, exceeding One Million Sterling, (£1,000,000,) together with the unlimited liability of all the shareholders, are the best proofs of its stability.

Tables of rates for Fire and Life Insurance, in all its branches, and every information, can be obtained from

A. STANGER LEATHES, resident secretary.

THE NORTHERN ASSURANCE COMPANY OF LONDON.
Established in 1836.
Incorporated by Act of Parliament.
Capital, £1,260,000 sterling.
FIRE DEPARTMENT.
RATES OF PREMIUM.

CLASS 1.—Brick or stone buildings—slated, metal, or shingled roofs, occupied as dwelling or counting houses only, from 2s. 3d. to 5s. 9d. per cent. per annum.

CLASS 2.—Brick or stone buildings—slated, metal, or shingled roofs, occupied for storing merchandise, or for purposes of trade, from 3s. 9d. to 7s. 6d. per cent. per annum.

Buildings not included in either of the preceding classes, or if occupied for purposes of any hazardous or specially hazardous trade or calling, may be insured by special agreement.

Loss es adjusted and paid in Sydney.

BUYERS and LEARMONTH, agents, 4, Charlotte-place

THE NORTHERN ASSURANCE COMPANY OF LONDON.
(Established 1836.)
Incorporated by Act of Parliament.
Offices in London:—1, Moorgate-street.
Directors:
The Right Hon. Lord Ernest Bruce, M.P.
George G. Anderson, Esq. | Sir Charles R. M'Grigor, Bart.
Thomas N. Farquhar, Esq. | William Miller, Esq.
Duncan James Kay, Esq. | William Westgarth, Esq.
Agencies in Victoria, New South Wales, South Australia, Tasmania, and New Zealand.
Offices in Sydney:—4, Charlotte-place.

The Twenty-second Annual Meeting of this Company was held on the 11th June, 1858, when the following results of the business for the year ending 31st January last were submitted to the proprietors and policy holders:—

FIRE DEPARTMENT.

Premiums for the year	£101,230 13 6
Which, after payment of all losses and expenses, and provision for all outstanding claims, left a net balance of £10,737 11s. 6d.	

LIFE DEPARTMENT.

Premiums of 422 new Policies issued during the year ...	£9,228 8 0
Renewal premiums and interests ...	66,691 19 9
Total revenue for the year ...	£75,920 7 9
Claims during the year ...	£23,484 12 2

FINANCIAL POSITION.

Amount of accumulated funds ...	£386,062 3 5
Revenue from all sources... ...	184,164 6 10

PROGRESS OF THE COMPANY DURING THE PAST THREE YEARS.

	Fire Department. £ s. d.	Life Department. £ s. d.
Revenue from 1st February, 1855, to 31st January, 1856	77,850 19 9	62,184 7 11
Revenue from 1st February, 1856, to 31st January, 1857	91,306 3 6	67,962 18 3
Revenue from 1st February, 1857, to 31st January, 1858	101,230 13 6	75,920 7 9

BUYERS and LEARMONTH, Agents.

TO GAS CONSUMERS.—Persons wishing to have their gas-fitting supplied, and fixed by the Company are requested to send their orders to the office, addressed to the Engineer, when their wishes will be promptly attended to. Gas Works, Sydney, 2nd October.

WASHING CRYSTAL, at J. C. HORNER'S, chemist, William-st. Vaccination.

TO UNDERTAKERS and others.—1 Mourning Coach for SALE. W. THOMAS, 48, King-street West.

IRONBARK TIMBER.—For SALE, by private contract, about 17000 cubic feet of sound, well-seasoned Ironbark Timber, in logs, from 20 to 60 feet lengths, 12 to 15 inches square, at Honeysuckle Point, Newcastle. Apply to WILLIAM WRIGHT.

ROOFS, ROOFS.—Estimates given for slating plumbing, iron roofing, &c. R. WYNNE, New Pitt-st.

COAL.—170 Tons best Lancashire Coal, now landing, ex David M'Ivor, from Liverpool, on SALE, by WILLIS, MERRY, and CO. Exchange, 7th October.

WONDERS OF THE STEREOSCOPE.—Messrs. BRUSH and MACDONNELL respectfully inform the public that they have just received per overland mail a splendid selection of the newest and most delightful views for the stereoscope that the photographic art can produce, and which have not been seen here. To particularise, where all are beautiful, is difficult. Amongst them, however, may be found the following:—

English and Welsh Landscapes.—Windermere, various; Rydal Park, Newby Bridge, Longridge Fell, Beddgelert, Ambleside, Langdale, Borrodaile, Dalbodern Tower, Menai Bridge, Conway Castle, Frontbeck, Grassmere, Tintern Abbey, Carnarvon Castle, Bangor, Farness Abbey, Pitt's Head, Beaumaris Castle, Esdale, Waterfall at Llanberis, Heron Island, Grassmere Church, Penrhyn Slate Quarries, and many others.

Scotch Views.—John Knox's House, Roslin Castle, the Martyrs' Tomb, Loch Katrine, Brigg of Turk, Ellen's Isle, Falls of the Keltie, Benvenue, the Trossach's Hotel, Cross Well at Linlithgow, Kelso Abbey, Stirling Castle, Dunstaffnage Castle; Glencoe, Argyleshire; Melrose Abbey, Craigellachie Bridge, River Findhorn, Edinburgh Castle, Old and New Town of Edinburgh, and many others.

Views in France, Italy, Germany, Spain, Venice, &c.

Portraits of Grisi in Norma, and Mario and Grisi.

Coloured groups and scenes of the most charming and tasteful kinds, &c, &c.

BRUSH and MACDONNELL.

HOLLOWAY'S PILLS.—In chronic dyspepsia, where the stomach has become callous to all ordinary remedies, and stimulants fail either to provoke appetite or facilitate digestion—a state of things too commonly frequent amongst the denizens of our Australian colonies—these pills, by their simultaneous action upon the fluids, assimilate and adapt to the purposes of nutrition the food taken into the system, and will quickly impart a healthy tone to the whole physical machinery. Indigestion, and all its concomitants and consequences, including general debility, liver complaint, nausea, pains between the shoulders, headache, low spirits, a feeling of oppression after meals, sleeplessness, languor, flatulence, bowel complaint, &c., are among the ailments invariably cured by a course of this inestimable remedy. Sold at the establishment of Professor Holloway, 244, Strand (near Temple Bar), London, and 80, Maiden-lane, New York; also, by all respectable druggists and dealers in medicine throughout the civilised world, and in all parts of Australia, at the following prices:—1s. 3d., 3s. 3d., and 5s. each pot. ☞ There is a considerable saving by taking the larger sizes. N.B.—Directions for the guidance of patients in every disorder are affixed to each pot.

HATS and CAPS for the Diggings, ex L. A. Bang.—In addition to his late shipment, the undersigned has just landed ex the above ship, 11 cases of hats and caps of the best quality, and most fashionable shapes, very suitable for the approaching hot season, being particularly light and well ventilated. The caps are quite a new thing, being manufactured of felt in various colours, and are well adapted for the digging population in a hot climate. Every description of hats and caps made to order.

B. MOUNTCASTLE, Hat Manufacturer and Importer, 319, George-street, and 64, Market-street. Business closed at 7 o'clock—Saturday excepted.

FOR SALE, about 12 Tons Europe Rope. JAMES MALCOLM and CO., 152, George-street.

ELLIOTT'S PURE SAGO FLOUR, prepared expressly for children and invalids. It affords more nourishment than any other description of farinaceous food, and will agree with the most delicate stomach. Sold wholesale and retail by ELLIOTT, 107, George-street, opposite the Bank of Australasia.

TOMLINS, SLOMAN, and CO., Wholesale and Retail Furnishing and General Ironmongers, 416 and 418, George-street.—Bar, sheet, and hoop iron; spring, cast shear, and blister steel. Iron yard King-street.

119, KING-STREET EAST.—JOHN B. SMITHERS respectfully intimates to his patrons and friends that he has received, ex Speedy and Wave of Life, his Spring and Summer Goods. They comprise broad cloths, doeskins, fancy and plain, of every shade of colour; bordered angolias, Polish and Parisian elastic cloths, very fine textures; stripe and fancy bordered shrunk drills, very superior; silk velvets, baratheas, cachmeres, plain and fancy marcellas, gentlemen's silk pocket handkerchiefs, gloves, &c. J. B. S. can, with perfect confidence, recommend the above goods as being of the best qualities and the latest designs, all of which have been selected for the forthcoming season.

JOHN B SMITHERS, Tailor, Outfitter, and Importer, 119, King-street East.

JUST OPENED, ex Constantine, at BRANDON'S 274, Pitt-street, opposite School of Arts.
3 cases fancy straw and crenoline bonnets
2 cases fancy hats
1 case bonnet ribbons
1 ditto joined blonds and quillings
1 ditto fashionable shapes
2 ditto artificial flowers, &c.
274, Pitt-street.

NEW GOODS, OPENED and READY for INSPECTION.—
Barege dresses, 12 yards, 6s. 6d., a great bargain
Irish poplin dresses, light colours, only £1 10s. 6d.
New fancy silks, only £1 15s. 6d. the full dress
French muslins, 6s. 6d., 12 yards
Barege dresses, 18 yards, only 14s. 6d.
Drab summer cloth mantles, at 10s. 6d.
Black glace mantles, very handsome, at £1 5s.
Horse hair and honey comb skirts, quite new
Drab and brown parasols, deep fringes
White mosquito net, 3 yards wide, only 10½d.
Rich fancy bonnet ribbons, only 6½d. worth 1s. 6d.
White figured bonnet ribbons, only 8½d., worth 1s. 9d.
1 case of millinery bonnets, the latest fashion
2 cases trimmed straw, and crinoline bonnets
5 cases straw and crinoline hats and bonnets
White lace curtains
Swiss embroidered ditto
White Terry velvet counterpanes, all sizes
Printed and embossed cloth table covers.
WALTHAM RUSH, Railway House, Pitt-street.

NORTH SHORE, NORTH SHORE.—GOLDEN ERA Drapery Establishment. Messrs. COPNER, BISHOP, and CO. beg to inform the ladies and inhabitants of St. Leonard's, and neighbourhood, that they have opened the above premises, replete with plain and fancy drapery, millinery, straw goods of every description, children's fancy dresses, &c., &c. Also, men's and boys' clothing in great variety, which they intend offering at such prices that will not fail to insure a continuance of the patronage of those who once pay them a visit. COPNER, BISHOP, and CO., Golden Era, Miller-street, North Shore. N.B.—The last drapery establishment on the way to the ferry.

NEWS, NEWS, NEWS FOR THE DIGGERS.—Parties going to the Fitzroy Diggings should provide themselves with a ground-cork Mattress, perfectly waterproof and weighing only five pounds; a safe protection from the damp, and capable of supporting two men above water. Apply to GEORGE CHISHOLM and CO. Pitt-street.

NICOLL'S SUMMER CLOTHING.—JOHN C. HOPKINS has just received a large and varied assortment of the above, ex Speedy. Late Stone and Helie's Tailoring Establishment, 361, George-street.

POSTS, RAILS, Palings, Sawn Timber, delivered in any part of the Harbour or Sydney. Apply by letter to W. H. M'KEOWN, Lane Cove.

TIMBER, rough and dressed, in white pine, spruce, pitch pine, and hardwood; doors, sashes, sash doors, French casements, masons' laths, V. D. L. palings, hardwood laths, ladders, &c., &c., for SALE, by the undersigned. H. MOON, Walker's Wharf, Fort-street.

STORE CATTLE.—For SALE, from 500 to 1000 Head Store Cattle, deliverable at "Grahwy," Lower Macquarie, or at Dubbo. Apply to J. COPE, Windsor.

FITZROY DIGGINGS! FITZROY DIGGINGS!! DIGGERS' BELTS, fancy patterns, cheap and good HORSE and BULLOCK HARNESS, superior to any imported

KIP BOOTS, best quality, of any description.

All the above, COLONIAL MADE, best quality, at HALL and ALDERSON'S, 221, Elizabeth-street.

TO BUTCHERS.—A good Business to be Disposed of, on reasonable terms. Apply to JOHN ACHISON, 479, Brickfield-hill, George-street.

ENAMELLED and JAPANNED HIDES, superior to imported, and 50 per cent. cheaper, at HALL and ANDERSON'S, 221, Elizabeth-street.

CONTINUATION OF CLEARANCE SALE for a FEW DAYS MORE.—WEIGHT and JOHNSON beg to make known to their friends, whom the late wet weather has prevented from participating in the bargains offered at this establishment during the past week that they will continue the sale for a few more days, and submit the following list, including a large quantity of new goods:—

Yard-wide longcloth, 2¾d. per yard
580 pieces bonnet ribbon, at 6¾d. per yard
Ditto Horrocks' ditto, 3s. 11d. per dozen
Stout sheeting, 2 yards wide, 8¾d. per yard
Towel ing, all linen, 6½d. ditto
Huckaback, 7¾d. ditto
Stout brown holland, 5¾d. ditto
Damask, 2 yards wide, 1s. 4½d. ditto
Cotton tick, 4¾d. ditto
Large white counterpanes, 4s. 11d. each
Toilet covers, 8¾d. each
Stout derry, 4¾d. per yard
Drab twill jean, 6¾d. ditto
Tweed for trousers, 7¾d. ditto
Gambroon, 11¾d. per yard
Wide mosquito net, 10¾d. ditto
Window muslins, 12 yards, 3s. 11d. per piece
Curtain nets, 4¾d. per yard
Curtains in great variety
The alliance dress, quite a new article, 7s. 11d.
Hoyle's muslins, very cheap
Plain and checked llamas, 1s. 3¾d. per yard
Diaper towels, all linen, 5s. 9d. dozen
Glass ditto, ditto, 5s. 10d. ditto, ready for use
Huckaback towels, 8s. 9d. ditto, ditto
Nursery diaper, 2s. 9d. per piece
Oil baize, 10½d. per yard
Yard-wide prints, 3¾d. ditto
Yard-wide Hoyle's best, 5¾d. ditto
Coburgs and alpacas, 7½d. ditto
French twill, 10½d. ditto
Muslin collars 9½d. each
Ditto habit shirts, 1s 6d. ditto
Ditto sleeves, 1s. 9d. ditto
Ditto sets, 5s. 9d. ditto
Bonnet ribbons, 7¾d. per yard
Ladies' straw hats, 2s. 11d.
Dunstable bonnets, 6½d.
Bonnet fronts, 9½d.
Dress caps, 1s. 6d.
Head dresses, 9d.
Bracelets and neckties, 6d.
Wax dolls, 9d.
Work boxes, 1s. 11d.
Writing desks, 6s. 11d.
Carpet bags, 2s. 11d.
Ditto, 1s. 11d.
Morocco ditto, 4s. 9d.

READY-MADE CLOTHING.

Tweed coats, 8s. 6d.
Doeskin ditto, 10s. 6d.
Black cloth sac, 21s.
Ditto taglioni coats, 15s. 6d.
Ditto frock ditto, 25s.
Dress ditto, 21s.
Alpaca sac, 6s. 6d.
Drab kersey driving coats, 30s.
Boys' coats, all sorts and sizes
Brown cotton half-hose, 3d.
Knitt wool hose, 1s.
Silk cravats, 1s.
Men's alliance trousers, 6s. 11d.
Ditto tweed ditto, 7s. 6d.
Ditto doeskin, 12s. 6d.
Ditto black cloth ditto, 15s. 6d.
Boys' doeskin trousers, 5s. 9d.
Men's ditto vests, 6s. 9d.
Ditto satin ditto, 6s. 9d.
Ditto brocaded ditto, 5s. 9d.
Ditto regatta shirts, ready for use, fine, 2s. 6d.
Ditto white ditto, 2s. 11d.
Boys' and youths' shirts, equally low
Lambswool shirts, 2s. 6d.
Welsh flannel ditto, 3s. 11d.
Moleskin trousers, best, 4s. 9d.
Double-backed Scotch twill shirts, 2s. 4½d.
Large blankets, per pair, 7s. 11d.
Jumpers, 4s. 9d.
Straw hats, 1s.
Tents, tents, tents, all sizes always on hand and at the lowest prices.

Observe the address—
WEIGHT and JOHNSON, Liverpool and London House, 249 and 251, Pitt-street, two doors south Victoria Theatre.

NEW MANTLES, ex Mail steamer Emeu.—Two cases in Summer Cloths, Checked Mohair, Alpaca, &c., &c., in all the new shapes. PEEKS and BAULKE, 97, Pitt-street.

NEW DRESSES, just opened, ex Mail steamer Emeu—Balzorine, Muslin, Norwich, and Mohair Robes (18 yard lengths), a choice stock, in all the newest designs. PEEKS and BAULKE, 97, Pitt-street.

SALES BY AUCTION.

Under a Bill of Sale.

MR. JOSEPH JAGELMAN has received instructions to sell by public auction, at the Dolphin Hotel, corner of Bourke and Fitzroy streets, Surry Hills, TO-MORROW, Tuesday, October 19th, at 11 o'clock,

Beer-engine, spirit-fountain, kegs, glassware, the whole of the household furniture, consisting of horsehair chairs, couch, sofa, cheffonier, chest of drawers, tables, washstands and sets, cane-seated chairs, clocks, pictures; pier, toilet, and dressing glasses; carpets, rugs, fenders and fire-irons, cedar and iron bed-steads, and bedclothing, cooking-stove, kitchen utensils, dish covers, and great many lots of sundries.

Terms, cash.—No reserve.

Fish and Preserved Meats
Gould's Double-rose Cork Butter.
To Grocers, Storekeepers, and others.

JOHN G. COHEN has received instructions to sell, at the Bank Auction Rooms, on THURSDAY next, October 21st, at 11 o'clock precisely,
10 cases assorted fish, in tins
10 ditto ditto preserved meats; also,
25 firkins Gould's double-rose Cork butter.
Terms at sale.

Salt's No. 3 Burton Ale.
Just Landed.
The attention of Wine and Spirit Merchants, Publicans, Storekeepers, and others, is directed to this new shipment of superior English Draught Ale, the whole to be sold to the highest bidder.

JOHN G. COHEN has received instructions from the importers, to submit for public competition, at the Stores of Messrs. Smith, Brothers, and Co., Sussex-street, between King and Market streets, on THURSDAY next, October 21st, 1858, at 12 (noon) precisely,
100 hogsheads Salt's superior No. 3 Burton ale.
Positively without reserve.
Terms at sale.

Abbott's Ale.
To Wine and Spirit Merchants, Shippers, Publicans, Storekeepers, and others.
Without Reserve.

JOHN G. COHEN will sell at the Bank Auction Rooms, THIS MONDAY, October 18th, 1858, at 11 o'clock precisely,
25 hogsheads Abbott's Burton ale.
Terms at sale.

Kent Hops.
To Brewers, Storekeepers, and others.

JOHN G. COHEN will sell, at the Bank Auction Rooms, on THURSDAY next, October 21st, 1858, at 11 o'clock precisely,
On account of whom it may concern; ex Speedy, Green, master, from London,
D.C.L. 41-43— 3 bales Kent hops
45-67—23 ditto ditto
69-73— 5 ditto ditto
75-79— 5 ditto ditto.
DC and Co. § 28— 1 ditto paper.
All more or less damaged
Terms, cash.

Boots and Shoes.
To Boot and Shoe Buyers, Storekeepers, and others.
116 Packages of Messrs. J. Davies and Sons' Boots and Shoes.
Just landed, ex L. A. Bang.
By order of Messrs. Scott, Henderson, and Co.
For Positive Unreserved Sale.

JOHN G. COHEN has been favoured with instructions from Messrs. Scott, Henderson, and Co., to offer for unreserved sale, at the Bank Auction Rooms, on TUESDAY, October 19, 1858, at 11 o'clock precisely,
116 packages of Davies and Sons' boots and shoes, viz.:
SH in diamond
534— 15 pairs gents' jockey boots
12 pairs men's calf, 3 4 boots
535— 16 pairs gents' light enamel napoleon boots
536— 36 pairs gents' light calf wellington boots
537— 36 pairs gents' calf wellington boots, pegged
538-9— 72 pairs gents' light calf wellington boots
540-1— 72 pairs men's stout wellington boots
542— 36 pairs gents' best light calf princes boots
543— 36 pairs gents' light calf princes boots
544— 36 pairs gents' light calf princes boots
545-546— 72 pairs men's kip princes boots, bradded
547— 36 pairs men's stout princes boots
548— 36 pairs gents' best mock balmoral boots, elastic sides, calf goloshed
549— 36 pairs gents' best mock balmoral boots, elastic sides, enamel goloshed
550— 36 pairs gents' memel balmoral boots, elastic sides, calf goloshed
551— 36 pairs gents' all enamel mock balmorals, elastic sides
552— 36 pairs gents' best memel boots, elastic sides, calf goloshed
553— 36 pairs gents' best memel boots, elastic sides, enamel goloshed
554-7—144 pairs gents' memel boots, E.S., calf goloshed
558— 36 pairs gents' best kid top boots, elastic sides, patent goloshed
559 36 pairs gents' best light calf boots, elastic sides; circular seams
560— 30 pairs enameled oxonian shoes, elastic fronts
30 pairs gents' ditto ditto, to lace
561-3—216 pairs gents' calf oxonian shoes, to lace
1½ gross extra laces
564 573—500 pairs men's calf blucher boots, bradded
5 gross extra laces
574-8—250 pairs men's calf blucher boots
2½ gross extra laces
579-588—500 pairs men's kip blucher boots, bradded, 5 gross extra laces
589-593—150 pairs stockmen's best kip lacing boots, rough bradded
1½ gross extra laces
594— 36 pairs youths' and boys' calf princes boots, 10 4
595— 36 pairs boys' and youths' memel boots, elastic sides, goloshed, 10-4
596— 36 pairs youths' and boys' kid top boots, elastic sides, patent goloshed, 10-4
597-598—144 pairs boys' and youths' light calf blucher boots, 10-4
1 gross extra laces
599-600—144 pairs youths' and boys' kip blucher boots, rough braded, 10 4
1 gross extra laces
601-2—100 pairs youths' and boys' kip lace boots, nailed, 10-4
1 gross extra laces
603-606—200 pairs women's calf lace boots, brass bradded, 3-8
2 gross extra laces
607-425— 24 pairs ladies' best bronze morocco balmoral E.S. patent fronts
24 ditto black ditto
426 — 48 pairs ladies' best cachmere boots, elastic sides, patent fronts, military heels
608 427-8 — 96 pairs ladies' best cachmere ditto, patent fronts
609 429-30— 96 pairs ladies' cachmere ditto, elastic sides, patent fronts
610 431-2 — 96 pairs ladies' cachmere ditto, elastic sides, patent fronts
611 433-4 — 96 pairs ladies' cachmere boots, to lace, patent fronts
612-3 435-8 —192 pairs ladies' cachmere boots, elastic sides, patent fronts
614 439 — 48 pairs ladies' cachmere boots, elastic sides, patent fronts, top piece heels
440 — 48 pairs women's ditto ditto, to lace, patent fronts
615 441 — 48 pairs women's ditto ditto, to lace, top piece heels, black bottoms
442 — 48 pairs women's ditto ditto, elastic sides, patent fronts
616 443 — 48 pairs ladies' ditto ditto, elastic sides, patent fronts, black bottoms
444 — 48 pairs ladies' cachmere boots, elastic sides, patent fronts, black bottoms, top piece heels
617 445-6 — 95 pairs women's cloth boots, to lace, patent goloshed, white bottoms
618 447 — 24 pairs ladies' kid top boots, elastic sides, patent fronts
24 pairs ladies' ditto ditto ditto, military heels
448 — 24 pairs ladies' coloured cachmere boots, elastic sides, patent fronts
24 pairs ladies' lasting ditto, military heels
619 449-50— 96 pairs ladies' coloured cachmere boots, to lace, patent fronts
620 451 — 6 dozen women's patent calf slippers and sandals
452 — 6 dozen women's grained slippers, &c., welts
621 453 — 6 dozen girls' best cachmere boots, elastic sides, patent fronts, top piece heels, 10-13
454 — 6 dozen girls' cachmere boots, elastic sides, patent fronts, 10-13
622 455 — 3 dozen girls' best coloured ditto, elastic sides, patent fronts, 10-13
3 dozen girls' coloured ditto, to button, patent fronts, 10-13
456 — 3 dozen girls' best coloured cachmere boots, elastic sides, plain fronts, 10-13
3 dozen girls' coloured cachmere boots, to button, patent fronts, 10-13
623 457 — 6 dozen girls' cloth boots, elastic sides, patent goloshed welts, 10-13
458 — 6 dozen girls' cordovan boots, welts, top piece heels, 10-13
624 459 — 3 dozen children's best cashmere boots, elastic sides, patent fronts, 6 to 9
3 dozen children's ditto kid boots, elastic sides, patent fronts, 6 to 9
460 — 6 dozen children's coloured cashmere boots, balmorals, 6 to 9
625-6 461-4 — 24 dozen children's cashmere boots, elastic sides, patent fronts, 6 to 9
627 465 — 6 dozen children's coloured cashmere boots, to button, patent fronts, 6 to 9
466 — 6 dozen children's cloth boots, mock welts, to button, 6 to 9
628 467-8 — 12 dozen children's cordovan welts, top piece heels, 6 to 9
629 469-70— 12 dozen children's cordovan boots, welts, top piece heels, 6 to 9
630 471-2 — 12 dozen children's cordovan boots, top piece heels, 6 to 9
631 473-4 — 12 dozen children's grain boots, pumps, 6 to 9
632 475 — 6 dozen children's black morocco boots, to button, top piece, heels, 2 to 5
476 — 6 dozen children's black morocco balmoral boots, top piece heels, 2 to 5
633 477 — 6 dozen children's morocco balmorals, top piece heels, 2 to 5
478 — 6 dozen children's cachmere boots, top piece heels, 2 to 5
634 479 — 6 dozen children's bronze morocco balmoral boots, 2 to 5
480 — 3 dozen children's bronze ditto ditto, top piece heels, 2 to 5
3 dozen children's black ditto ditto, ditto, 2 to 5
635 481 — 6 dozen children's cachmere boots, elastic sides, patent fronts, 2 to 5
482 — 6 dozen children's ditto ditto, ditto ditto, ditto, 2 to 5
636 483 — 6 dozen children's coloured cachmere boots, to button, patent fronts, 2 to 5
484 — 3 dozen children's best cachmere boots, to button, mock welts, 2 to 5
3 dozen children's best cloth boots, elastic sides, 2 to 5
637 485 — 6 dozen children's grain boots, pumps, 2 to 5
486 — 6 dozen children's patent ball boots
638-9 487-90— 24 dozen children's patent calf shoes and straps, 6 to 9
640 491-2 — 12 dozen children's patent calf shoes and straps, 2 to 5
641 493 — 6 dozen children's coloured kid shoes and straps, 2 to 5
494 — 6 dozen children's patent calf shoes and straps, 2 to 5
642 495-6 — 12 dozen children's grain shoes and straps, 2 to 5
643 497-8 — 12 dozen women's cotille slippers, chenille bound
644 499 — 6 dozen women's margate slippers
500 — 6 dozen women's buff slippers
645 501-2 — 12 dozen margate slippers
646 503 — 6 dozen men's patent albert slippers
504 — 6 dozen men's patent slippers
647 505 — 6 dozen men's margate slippers
506 — 6 dozen men's buff slippers
648 507 — 6 dozen men's margate slippers
508 — 6 dozen men's buff slippers
649 509 — 6 dozen men's margate slippers
510 — 6 dozen men's buff slippers.
Terms, exceedingly liberal, at sale.

MONDAY'S Horse Sale.

BURT and CO. will sell by auction, THIS DAY, Monday, at 11 o'clock,
About 50 horses of various descriptions.

Birmingham and Sheffield Goods.
To Ironmongers, Storekeepers, and others.

JOHN G. COHEN has received instructions from the importers to sell by auction, at the Bank Auction Rooms, THIS DAY, October the 18th, at 11 o'clock precisely,
15 packages of the undermentioned goods, now landing, ex Wave of Life.

ELECTRO-PLATED WARE.
Revolving and oblong cruets, cut bottles
Liquor frames, engraved cut coloured bottles
Pickle ditto ditto
Handsome chased cake baskets
Fish carvers and forks
Revolving egg frames, with cups and spoons
Silver-mounted table candlesticks
Ditto snuffers and trays, &c., &c.

IRONMONGERY, GUNS, &c.
Single-barrel percussion guns
Double-barrel ditto ditto
Copper coal-scuttles, white opal handles
Surveyors' measuring tapes, corkscrews
Cash boxes, albata tea, dessert, table, salt, and mustard spoons
Tea trays, mahogany cases of knives and forks
Steel snuffers and trays
Carving knives and forks
Block-tin dish covers, boxwood rules
Stocks and bits, gimblets, spokeshaves
Hand, back, key-hole and grafting saws
Turnscrews, horse rasps, steels
Gold rings, set with pearls and stones
Cameo, miniature, and device brooches
Plated guard chains
Eye-glasses, lockets, spectacles
Terms at sale.

☞ WEDNESDAY next, October 20th, 1858.

Superb Drawing-room Suites
Easy Chairs, Music Stools
Plate Baskets
Looking Glasses, &c., &c.
Positive Unreserved Sale of Handsome English Furniture, Chimney, Cheval, and Looking Glasses, &c., &c.
To Gentlemen Furnishing, Furniture Buyers, Storekeepers, Dealers in Fancy Goods, and others.

JOHN G. COHEN has received instructions from the importers to sell, at the Bank Auction Rooms, on WEDNESDAY next, October 20th, 1858, at 11 o'clock precisely,
68 packages of the undermentioned goods, viz.,
Elegant English furniture
Rosewood drawing-room suites
Rosewood loo tables
Oak and mahogany hatstands, bedsteps
Easy chairs, cane-seated chairs
Dining-room chairs
Rosewood and walnut music stools
Children's table chairs
Office chairs, &c., &c., &c.
Chimney, cheval, and looking glasses
Carved gilt frames, best plate chimney glasses, assorted sizes
Cheval glasses, marble bottom, twist and tulip pillars, 48 x 24 to 53 x 27
Moulded and tray glasses, 18 x 14 to 22 x 16
Twist and dolphin pillar ditto, 18 x 14 to 24 x 18
Box glasses, two drawers, assorted
Colonnade glasses, 24 x 18
Fancy box glasses, lined with velvet, 24 x 18 to 28 x 20
Fancy double twist pillars, assorted
Ditto glass, carved pillars
Ditto marble bottom glasses, with new reflector
Ditto box glasses, 1, 2, and 3 drawers, 24 x 18
Mahogany rising glass, circular
Fancy and oval tray glass, 24 x 18 to 28 x 20, &c., &c.
Pictures, maple frames, plate baskets
Feather pillows, rugs, mattresses
Baby baskets, rocking horses
Baskets, carpet brooms, polished handles, &c., &c.
Buyers are informed that the whole of the above is for bona fide sale, and to commence punctually at 11 o'clock, without the slightest reserve.
Terms at sale.

Preliminary Notice.
To the Sheep Owners of Australia.
10 of the celebrated Peruvian Llamas, to arrive by the Light of the Age.

BURT and CO. have been favoured with instructions from Messrs. George A. Lloyd and Co. to sell by auction, at an early date after arrival, 10 of those extremely rare, scarce, and highly valuable animals the Alpaca, or Llama, being the pick of the celebrated flock of 23 recently brought to London at an enormous cost.

Many will remember that a few years since a subscription was entered into here in order to import a few of these animals from Peru; and an agent was sent there for that purpose, but found it impracticable to procure any.

The importation of so large a number into Great Britain must be regarded as an achievement of no small importance. The value of the fleece for manufacturing purposes has, within the last few years, been fully proved by the fact that the wool has risen nearly tenfold, and has become an article of great value. The knowledge of the circumstance has caused the Peruvian Government to pass stringent laws forbidding the exportation of the llama from their ports, and it is now an impossibility to get one by that means. These, therefore, may be regarded as the first, last, and only flock likely to be obtained.

Further particulars on arrival of the Light of the Age.

WEDNESDAY, 20th October.

60,000 Feet Richmond River Cedar, all picked Cedar.
In lots to suit purchasers.
Ex Black Diamond, at Shoobert's Wharf, Sussex-street, on WEDNESDAY, at half-past 2 o'clock.

CHATTO and HUGHES have received instructions to sell by auction, on Shoobert's Wharf, Sussex-street, on WEDNESDAY, the 20th instant, at half-past 2 o'clock,
60,000 feet picked Richmond River cedar, now landing ex Black Diamond.
☞ To be sold in lots to suit purchasers.
Terms at sale.

TUESDAY'S Drapery Sale.
TUESDAY, 19th instant.

To Drapers,
To Storekeepers,
To Shippers.

Positive Unreserved Sale of General Drapery, &c.
Draper's Stock, &c., &c.

CHATTO and HUGHES have received instructions to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, the 19th instant, at 11 o'clock,
Draper's stock, consisting of
Trimmed and untrimmed bonnets
Fancy and lace goods
Silk thread, and kid gloves
Gents' driving and buckskin ditto
Plain and fancy cap and bonnet ribbons
Plain and sewed muslin goods
Light and dark fancy prints
Cottons, threads, and trimmings
Black and coloured rustics
Longcloths and stout shirtings
Grey calicos and shirting
Cotton ticks
Coloured lenos
Boys' and girls' straw and leghorn hats
Men's and women's ditto
Boys' and youths' white and regatta shirts
Flowers and bonnet fronts
White and brown linen drills
Men's white and regatta shirts
Panama and cabbage-tree hats
Blue and brown blankets
Dimities, nursery diapers
Plain French delaines
Parasols, fancy mantles
Plain and embroidered muslin curtains
Coloured damask table covers
Men's brown cotton half hose, shirts and pants
Ladies' and children's underclothing.
Terms at sale.

TUESDAY'S Drapery Sale.
TUESDAY, 19th October.

Tweeds
Doeskins
Shepherd's Plaids.

CHATTO and HUGHES have received instructions to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, 19th October, at 11 o'clock,
4 cases, containing—
Fancy tweeds
Doeskins
Shepherd's plaids, &c.
Terms at sale.

TUESDAY'S Drapery Sale.
TUESDAY, 19th October.

Black Drab Hats
Canadians
Panama and Cabbagetree Hats.

CHATTO and HUGHES have received instructions to sell by auction, at their Sale Room, 400, George-street, on TUESDAY, 19th October, at 11 o'clock,
Best black silk hats
Drab shell merino hats
White and coloured canadians
Dressed and undressed canadians
Cabbagetree hats.
Terms at sale.

THIS DAY, Monday.

Important Sale of Books.
Bookseller's Stock.
By order of Mr. Harrison.
THIS DAY, at 400, George-street, at 11 o'clock precisely.

NOTE.—For more convenience to purchasers the entire stock in trade has been removed from the premises occupied by Mr. Harrison, to the Auction Rooms, 400, George-street, where the books are all on view, and catalogues obtainable.

CHATTO and HUGHES, auctioneers.

Postponed in consequence of the departure of the Mail to MONDAY, 18th October.

Entire Stock in Trade, Fixtures, &c., &c., of Mr. G. D. Harrison, Stationer, Bookseller, &c., George-street, opposite the Police Office.

CHATTO and HUGHES have been instructed to sell by auction, at their Sale Rooms, 400, George-street, THIS DAY, the 18th instant, at 11 o'clock, if not disposed of previously by private contract,
The entire stock in trade, comprising
General and well-assorted stationery
Valuable books;
☞ And a complete circulating library, with catalogues complete. Also
The fixtures, &c., belonging to the business.
☞ Catalogues are in course of preparation, and may be had on the day before the sale.
Intending purchasers can inspect the stock till day of sale.
Terms at sale.

TUESDAY'S Drapery Sale.
TUESDAY, 19th October, 1858.

35 Trunks New and Seasonable Clothing, from the celebrated houses of H. Gardiner and Moses Levy, &c.
To Tailors, Drapers, Outfitters, and others.

CHATTO and HUGHES have received instructions from the importers to sell by auction, at their Sale Rooms, 400, George-street, on TUESDAY, 19th instant, at 11 o'clock,
Men's super white flannel suits
Men's ditto coloured angola ditto
Men's ditto fancy tweed ditto
Men's ditto tweed and elastic trousers
Men's ditto white and coloured drill ditto
Men's ditto black doe ditto
Men's ditto riding cord ditto
Men's ditto fancy silk and quilting vests
Men's ditto fancy tweed and shepherd ditto
Men's ditto black silk and doe ditto
Men's ditto summer sacs and talmas
Boys' and youths' suits, in tweed, doeskin, and drill.
Terms at sale.

Kent Hops
Dried Apples.

FRITH and PAYTEN will sell at the Sydney Auction Rooms, THIS DAY, the 18th October, at 11 o'clock,
20 pockets Kent hops
250 half-barrels dried apples.
Terms at sale.

Most Important to the Grocery Trade.
The Entire Cargo of valuable Eastern Produce, just arrived, ex Kestrel, Smith, master, from Batavia.
For Sale by Public Auction,
THIS MONDAY, the 18th October, at 11 o'clock precisely.

By order of the Importers, Messrs. Thacker, Daniell, and Co.

FRITH and PAYTEN are instructed by the importers to sell, at the Sydney Auction Rooms, on the above day,
Without any reserve.
The whole of this vessel's cargo of superior Eastern produce, selected expressly for this market by a gentleman well acquainted with its requirements, consisting of
2835 bags finest bright counter sugar
1288 bags splendid white table rice
350 bundles rattans
122 bags finest Java coffee
21 ditto ditto white pepper
7 boxes ditto nutmegs
7 ditto ditto cloves
50 hogsheads fine dark rum, 35 o.p.
All of which will most positively be sold to the highest bidder.
The cargo will be submitted in the following order, according to the various marks, as specified below:—
A.— 584 bags bright counter Java sugar
B.— 467 ditto ditto ditto
C.—1150 ditto fine ditto muscovado ditto
D.— 634 ditto bright counter ditto
2835
M— 73 bags finest white table rice, quite equal to Carolina
K— 190 ditto ditto ditto, ditto
T—1025 ditto fine white table rice
E— 122 ditto ditto Java coffee
WP— 21 ditto ditto white pepper
7 boxes ditto nutmegs
7 ditto ditto cloves
50 hogsheads strong rum, a fine dark sample
350 bundles rattans.
450 carpet brooms
750 Java door mats
The particular attention of all interested in this important sale is specially solicited.
The superior quality of the goods, and the fact that the sale is an unreserved one, offers every inducement to intending purchasers. As before stated, the cargo was selected by a gentleman well qualified to judge of the class of goods suited for this market.
Terms, liberal, at sale.

Southern Whale Oil, of very superior quality.
Just landing.
For Imperative Auction Sale, THIS DAY, the 18th October, at 11 o'clock punctually.

FRITH and PAYTEN are instructed to sell, at the Sydney Auction Rooms, on the above day,
50 hogsheads of whale oil.
Terms at sale.

To Grocers, Italian Warehousemen, Chemists and others.

FRITH and PAYTEN are instructed by the importers, to sell at the Sydney Auction Rooms, THIS DAY, the 18th October, at 11 o'clock,
The undermentioned goods, without reserve, to close the shipments.
Ex Walter Hood.
B and Co. over C—
91-140—15 cases, each 3 dozen, mustard, 1lbs.
141-190—25 ditto, ditto, ditto, ½lbs.
Ex Wisconsin.
B and Co. over W 251
248-251— 9 ditto ditto 3 dozen salad oil, pints
253-257— 9 ditto ditto ditto, pints
252— 1 ditto ditto 2 8-12 dozen ditto
258 260—
262— 4 ditto ditto 3 dozen ditto, quarts
261— 1 ditto ditto 2 11-12 dozen ditto
282— 1 ditto ditto 4 dozen ditto, half-pints
293-294— 2 ditto ditto 6 dozen raspberry vinegar, half-pints
295— 1 ditto ditto 6 dozen ditto, pints
296-298— 3 ditto ditto 6 dozen sauces, half-pints
299— 1 ditto ditto 4 dozen ditto, pints
203— 1 ditto ditto 6 dozen cayenne pepper, ¼ pints
100 kegs carbonate soda
20 cases chicory, in bond
100 boxes belmont candles, slightly spotted
30 boxes more less damaged
30 pockets Kent hops
30 barrels currants
30 boxes Eleme raisins
50 halves congou
50 cases sardines
80 ditto lb. lobsters
120 ditto lb. salmon
60 ditto North Wilts cheese
2½ tons coarse Liverpool salt
30 ditto fine ditto ditto
80 cases fine table
10 ditto ling fish
8 ditto red herrings
10 barrels Barcelona nuts
18 ditto walnuts
Terms at sale.

Stevens's much-admired Oilmen's Stores, the justly and most celebrated brand, which has now taken precedence of all others.
To Italian Warehousemen, Family Grocers, and Country Storekeepers.
A Full Shipment of these most superior and first-rate goods, just landed from the Heather Bell, will be submitted to public sale by auction,
THIS DAY, the 18th October, at 12 o'clock.

By order of the Importers.

FRITH and PAYTEN are instructed by Messrs. Robert Towns and Co. to sell at the Sydney Auction Rooms,
Without reserve,
1-75 —75 cases Stevens' pickles, each 2 dozen pints
203-207—5 ditto chutney, each 4 dozen half-pints
258-267—10 ditto salad oil, each 2 dozen quarts
224-237—14 ditto ditto, each 2 dozen pints
238-257—20 ditto ditto, each 4 dozen half-pints
268-287—20 ditto mustard, each 2 dozen lbs.
293 3 2—20 ditto ditto, each 4 dozen ½-lbs.
313-3 5— 3 ditto horse-radish, each 4 dozen ditto
288-292— 3 ditto capers, each 4 dozen ditto
183-192—10 ditto assorted sauces, 4 dozen half-pints.
Terms at sale.

SALES BY AUCTION.

Auction Sale Boots and Shoes.
100 Packages Davies and Son's New Summer Goods.
New landing, ex Clarendon.
For Positive Unreserved Sale, by order of the Importers.

MESSRS. W. DEAN and CO. have received instructions from the importers to sell by auction, at the Australian Auction Mart, Pitt and O'Connell streets, on MONDAY, 25th October, at 11 o'clock,

100 trunks and packages Davies and Son's boots and shoes, embracing a very choice assortment of light summer wear, as follows:—

B&S in diamond,
786-7—2 trunks, each containing
6 pairs gents' patent calf napoleons
18 ditto ditto enamel ditto
788—1 trunk, containing 36 pairs gents' best light calf wellingtons
789—1 ditto, ditto 36 ditto ditto medium ditto ditto, bevel edges
790—1 ditto, ditto 36 ditto ditto calf wellingtons, bradded
791-2—2 ditto, each containing 36 ditto ditto light calf wellingtons
793-4—2 ditto, each containing 36 ditto ditto ditto ditto
795—1 ditto, containing 36 ditto men's stout wellingtons bradded
796—1 ditto, ditto 36 ditto gents' best light princes boots
797—1 ditto, ditto 36 ditto ditto medium calf princes ditto
798—1 ditto, ditto 36 ditto men's stout ditto ditto, bradded
799—1 ditto, ditto 36 ditto gents' calf princes boots, pegged
800—1 ditto ditto 36 ditto ditto calf princes boots
801—1 ditto ditto 36 ditto ditto light ditto ditto
802-3—2 ditto ditto 36 ditto men's kip princes boots, bradded
804—1 ditto ditto 36 ditto gents' mock balmoral, E.S., enamel goloshed
805—1 ditto ditto 36 ditto ditto ditto, calf ditto
806—1 ditto ditto 36 ditto ditto best patent boots, E.S., circular seams
807—1 ditto ditto 36 ditto ditto kid top boots, E.S., patent goloshed
808—1 ditto ditto 36 ditto ditto best memel boots, E.S., enamel goloshed
809—1 ditto ditto 36 ditto ditto ditto, calf ditto
810-12—3 ditto each ditto 36 ditto memel boots, calf goloshed
813—1 ditto ditto 36 ditto ditto ditto, enamel ditto
814-15—2 ditto each ditto 36 ditto men's kip lace boots, nailed
816-21—6 ditto ditto ditto 50 ditto ditto light calf bluchers
822-3—2 ditto ditto ditto 50 ditto ditto ditto
824-5—2 ditto ditto ditto 50 ditto ditto calf bluchers
826-30—5 ditto ditto ditto 50 ditto ditto kip ditto, bradded
831-35—5 ditto ditto ditto 50 ditto ditto ditto, nailed
836-40—5 ditto ditto ditto 50 ditto ditto ditto, bradded
841—1 ditto ditto 72 ditto gents' best calf oxonian shoes, to lace
842—1 ditto ditto 36 ditto youths' and boys' mock balmorals, E.S., calf goloshed, 10-4
843—1 ditto ditto 36 ditto ditto ditto, enamel ditto
844—1 ditto ditto 36 ditto ditto balmorals, patent goloshed, 10-4
845—1 ditto ditto 36 ditto ditto memel boots, E.S., calf goloshed, 10-4
846-7—2 ditto each ditto 36 ditto ditto calf bluchers, 10-4
848-9—2 ditto, each containing 36 pairs youths' and boys' kip bluchers, brass bradded, 10-4
850—1 ditto ditto 36 ditto ditto watertights, rough bradded
851-4—4 ditto ditto 50 ditto women's calf lace boots, brass bradded, 3-8
855—1 ditto ditto 50 ditto grain boots, brass bradded 2-8
856—1 ditto ditto 50 ditto girls' calf lace boots, brass bradded, 10-2
857—Package, containing 2 cases—
487—48 pairs ladies' black kid mock balmorals, E.S., patent fronts, M.H.
488—48 ditto ditto best cachmere boots, E.S., patent fronts
858-60—3 packages, each containing 2 cases each, containing 48 pairs ladies' cachmere boots, E.S., patent fronts
861-2—2 packages, each containing 2 cases, each containing 12 pairs women's cachmere boots, E.S., patent fronts, B.B., T.P.H.
36 pairs women's cachmere boots, E.S., patent fronts, B.B.
863—Package, containing 2 cases—
499—48 pairs women's kid top boots, E.S., patent fronts
500—48 ditto ladies' ditto, M.H.
864—Package, containing 2 cases—
501—48 pairs ladies' kid top boots, E.S., patent fronts, M.H.
502—48 ditto ditto, to lace, ditto
865—Package, containing 2 cases—
503—48 pairs ladies' moire antique coloured boots, E.S.
504—48 ditto ditto, super coloured cachmere boots, E.S.
866—Package, containing 2 cases—
505—24 pairs ladies' coloured cashmere boots, E.S., coloured, morocco fronts
24 ditto ditto ditto, E.S., patent fronts, M.H.
506—48 pairs ladies' lasting boots, E.S., patent fronts
867—Package, containing 2 cases
507—4 dozen ladies' patent calf slippers, sandals, pumps
508—4 ditto women's patent calf slippers, sandals
868—Package, containing 2 cases—
509—3 dozen girls' best coloured cachmere boots, E.S., patent fronts, 10-13
3 ditto ditto coloured cachmere boots, to button, ditto
510—6 ditto ditto best cachmere boots, E.S., patent fronts, 10-13
869—Package, containing 2 cases—
511—3 dozen girls' cachmere boots, E.S., patent fronts, 10-13
3 ditto ditto ditto ditto, ditto, ditto, T.P.H., 10-13
512—6 ditto ditto patent calf shoes, straps, pumps, 10-13
870-1—2 packages, each containing 2 cases, each containing 6 dozen children's cachmere boots, E.S., patent fronts, 6-9
872—Package, containing 2 cases—
517—6 dozen children's cachmere boots, to button, patent fronts, T.P.H., 6-9
518—3 ditto ditto best coloured cachmere boots, E.S., patent fronts, 6-9
3 ditto ditto coloured cachmere boots, to button, ditto, 6-9
873-4—2 packages, each containing 2 cases, each containing 6 dozen children's cordovan boots, welts, T.P.H., 6-9
875—Package, containing 2 cases—
523—6 dozen children's cachmere boots, to button, mock welts, 2-5
524—6 ditto ditto cloth boots, to button, ditto, 2-5
876—Package, containing 2 cases—
525—6 dozen children's cachmere boots, to button, patent fronts, 2-5
526—6 ditto ditto coloured ditto ditto, to button, ditto, 2-5
877—Package, containing 2 cases—
527—6 dozen children's black morocco balmorals, 2-5
528—6 ditto ditto coloured ditto ditto, ditto
878—Package, containing 2 cases, each 6 dozen children's patent calf shoes, straps, 6-9
879—Package, containing 2 cases, each 6 dozen children's patent calf shoes, straps, 2-5
880—Package containing 2 cases—
533—6 dozen children's basil ditto, 2-5
534—6 ditto ditto grain shoes, straps, 2-5
881—Package containing 2 cases—
535—6 dozen men's patent albert slippers
536—6 ditto ditto patent slippers
882—Package containing 2 cases—each
6 dozen men's Margate slippers
883—Package containing 2 cases—each
6 dozen men's buff slippers
884—Package containing 2 cases—each
3 dozen women's coutille slippers, chenille bound
3 ditto ditto velvet slippers
885—Package containing 2 cases—each
6 dozen women's Margate slippers, &c., &c.
At 2 o'clock,
Leather.
Terms at sale.

To Warehousemen, Drapers, Storekeepers, Shippers, and others.
Preliminary Notice.

MESSRS. W. DEAN and CO. have received instructions from the importers to sell by auction, at their Warehouse, Pitt and O'Connell streets, on WEDNESDAY, the 20th instant, at 11 o'clock,

Printed muslins, kid gloves, mantles, French flowers, parasols, bonnet ribbons, stays, sewed muslins, flounced balzorine dresses, printed French balzorines, printed de laines, black alpacas and coburgs, 4-4 rough and dressed brown hollands, 8-4 linen damasks, grey calicoes, pillow linens, cotton ticks, children's, girls', and women's underclothing; women's white cotton hose, men's brown half-hose, printed druggets, rolled shirtings, prints, moleskins, window hollands, 6-4 wood oil baizes, men's printed regatta and swiss front shirts, men's white ditto, W. and B.; paxton collars, men's moleskin trousers, white drill ditto, fancy tweed and doe ditto, men's tweed, cloth, and alpaca sacs; boys' and youths' ditto ditto, Panama hats, ditto fine narrow leaf, cabbagetree ditto, &c., &c., with many other goods, particulars of which will appear in a future advertisement.

Terms, liberal, at sale.

THURSDAY, 21st October.
Auction Sale of Choice New Groceries, Oilmen's Stores, &c.
Now landing, ex late arrivals.

To Grocers, Shippers, Storekeepers, and others.

MESSRS. W. DEAN and CO. have received instructions from the importers to sell by auction, at the Australian Auction Mart, Pitt and O'Connell streets, on THURSDAY, 21st October, at 11 o'clock,

Several invoices goods, ex late arrivals, comprising a choice general assortment oilmen's stores, provisions, groceries, &c.

Further particulars will appear in a future issue.
Terms at sale.

To Wine and Spirit Merchants, Hotel and Country Storekeepers, Shippers, and others.
TUESDAY, 19th October.
Attractive and Unreserved Sale of an extensive Assortment of Wines, Spirits, Beer, &c.
At Messrs. Lamb, Parbury, and Co.'s Stores, Lamb's Wharf, near Battery Point.

MESSRS. W. DEAN and CO. have received instructions from Messrs. Lamb, Parbury, and Co. to sell by auction, at their Stores, Lamb's Wharf, on TUESDAY, 19th October, at 11 o'clock,

A choice and extensive assortment of wines, spirits, and beers, without the least reserve, to close the balance of several shipments,

Comprising
COSENS' SHERRY.
Ex Louisa, direct from Cadiz.
Double diamond
1 butt Cosens' pale sherry
4 hogsheads ditto ditto ditto
Two clusters
2 butts Cosens' pale sherry
4 hogsheads ditto ditto ditto
32 quarter-casks ditto ditto ditto
Treble diamond
2 butts Cosens' pale sherry
3 hogsheads ditto ditto ditto
29 quarter-casks ditto ditto ditto.
PORT WINE.
Single diamond
25 hogsheads Hunt's port wine
30 quarter-casks ditto ditto ditto
Double diamond
14 hogsheads Hunt's port wine
33 quarter-casks ditto ditto ditto
Treble diamond
16 hogsheads Hunt's port wine
25 quarter-casks ditto ditto ditto
Four diamonds
7 hogsheads Hunt's port wine
9 quarter-casks ditto ditto ditto
10 hogsheads Cosens' superior port wine
22 quarter-casks ditto ditto ditto
Double diamond over two clusters
7 quarter-casks very superior port wine
19 hogsheads port wine
60 cases Hunt's port wine
30 cases champagne
10 hogsheads Pim's dark brandy
30 hogsheads Longuevie Frere's brandy
9 ditto vine growers' pale brandy
21 ditto Bisart's dark brandy
18 ditto champagne vineyard proprietors' dark brandy
30 cases Booth's old tom
33 cases J.D.K.Z geneva
1 hogshead Scotch whisky
1 quarter-cask ditto ditto
300 cases superior French brandy
42 hogsheads fine Demerara rum
150 casks Byass' ale
150 ditto ditto porter, &c., &c.

The auctioneers would remind the wine and spirit merchants, hotelkeepers, and large consumers generally, that the above choice stock of wines and spirits are of a quality very rarely submitted to public competition, and will positively be sold to close consignments.

Terms at sale.

Cargo of Rice, ex Fanny Fisher, from Java.
To Merchants, Grocers, Storekeepers, and others.

MESSRS. W. DEAN and CO. have received instructions from the importers to sell by public auction, at their Warehouse, Pitt and O'Connell streets, on THURSDAY next, October 21st,

The entire cargo of rice, ex Fanny Fisher, consisting of
220 tons best cleaned rice
60 ditto fine dressed table ditto.

The auctioneers request particular attention to the above cargo, being shipped expressly for the market. It is of first-class quality and in splendid order, all of which will be sold without the slightest reserve.

Terms, liberal, declared at sale.

☛ At Balmain, on TUESDAY, the 19th instant, at 11 o'clock precisely.

Superior Household Furniture, Pianoforte
Platedware, China, Cut Glass
Oil Paintings and Engravings, &c., &c.
⁂ At Ashgrove House, Balmain.

MR. ROBERT MURIEL will sell by public auction, at Ashgrove House, Balmain, on TUESDAY, the 19th instant, at 11 o'clock precisely,

The whole of the proprietor's valuable household furniture and effects consisting of dining and drawing room furniture, pianoforte, engravings, oil paintings, ornaments, books, &c., &c. Also, bedroom furniture, culinary utensils, cooking apparatus, poultry (rare breeds), and a variety of sundries too numerous to particularise.

Terms, cash.

The Exchange Hotel.

☛ On THURSDAY, the 21st instant, at 11 o'clock precisely, on the premises, well known as the Exchange Hotel, George-street,

The entire quantity of really substantial and well made Household Furniture and Effects
The Billiard Table and Appurtenances
The Plated Ware, Cut Glass, China, &c., &c.
The Stock-in-Trade
The Culinary and other Utensils, and
All the Fittings, Fixtures, &c., &c., excepting the bar, which have been disposed of to the incoming tenant upon an agreed valuation.

⁂ Terms, cash.—Catalogues will be issued on Wednesday Morning.

MR. ROBERT MURIEL has received instructions from Mr. Horace Dean to sell by public auction, on the premises, well known as the Exchange Hotel, George-street, on THURSDAY, the 21st instant, at 11 o'clock,

The whole of the household furniture, billiard table, and all the household requisites and effects, of which particulars will appear in the catalogues deliverable on Wednesday.

Preliminary Notice.
Important and Unreserved Sale of Choice Summer Drapery, Slops, Silks, &c.
Now landing, ex Wave of Life, and L. A. Bang.

To Shippers, Warehousemen, Drapers, Outfitter and others.

MR. CHARLES TEAKLE has received instructions from the importers to sell by auction, at his New Rooms, 293, George-street, on WEDNESDAY, 20th October, at 11 o'clock,

180 packages of new and seasonable summer drapery, in every way suited to the wants of the colony.

Particulars in future advertisements.

MONDAY'S Regular Sale.
Household Furniture, Pianoforte, &c.

ALEXANDER MOORE and CO. will sell by auction, at the Mart, Labour Bazaar, Pitt-street, THIS DAY, at 11 o'clock,

A large assortment of furniture, comprising
Wood and iron bedsteads, and bedding
Sofas, couches, and chairs to match
Chiffoniers and chests drawers
Chimney glasses, oil paintings, &c.
Loo, dining, and other tables
Washstands and toilet glasses
Meat safes and kitchen dressers
Glass, crockery, and chinaware
Kitchen utensils, &c. Also,
A good pianoforte
Cooking stove, and sundries.
Terms, cash.

Butchers. Butchers. Butchers.

MR. FULLAGAR has received instructions from R. Fitzgerald, Esq., to sell, at his Yards, on the Western Road, THIS DAY, Monday, at 12 o'clock,

163 head of fat cattle; also, 8 head of stragglers, in lots to suit purchasers.

Butchers. Butchers. Butchers.

MR. FULLAGAR has received instructions from J. J. Riley, Esq., to sell, at his Yards, on the Western Road, on MONDAY, the 18th of October,

1200 prime fat wethers, from the well-known Loowee Station, in lots to suit purchasers. These sheep did not arrive in time for sale on Saturday.

MR. JOSEPH JAGELMAN will sell by auction, at his Mart, corner of Pitt and Park streets, THIS DAY, at 11 o'clock,

Household furniture, boots and shoes, clothing, guns, toys, and lots of sundries.

MONDAY, 18th October.
To Dealers and others.
Stock-in-Trade of Mr. William Newell.

PURKIS and LAMBERT have received instructions from Mr. W. Newell to sell by auction, on the premises, Brickfield-hill, near the Haymarket, THIS DAY, the 18th instant, at 11 o'clock,

Without reserve,
The whole of the Stock-in-Trade of
Toilette glasses, accordeons
Crockeryware, assorted
Pictures, engravings
Plated cruets, saddles
Slop clothing, drapery
Barometers, clocks, boots and shoes
Books, hardware
Japanned tea trays
Maple framed glasses
Violins
Ladies' bonnets
And numerous other articles too numerous to particularise.
Terms, cash.

WEDNESDAY, 20th October.
To Upholsterers, Hotel Keepers, and others.
20 Cases superior Iron Bedsteads, from the celebrated makers Peyton and Peyton.

PURKIS and LAMBERT have received instructions from the importers to sell by auction, at their Mart, George-street, on WEDNESDAY, the 20th instant, at 11 o'clock, for positive unreserved sale,

The following assortment of iron bedsteads,
Iron bedsteads, 6 feet by 3, emerald green and marone
Ditto ditto, 6 feet 6 by 4 feet 6, light green and bamboo
Ditto ditto, 6 feet 6 by 4 feet 6, four-post bedsteads, emerald green, marone, and black
Ditto ditto, blue and ornamented, emerald green, on 4 pillars
Elegant tubular four-post iron bedsteads, valance and curtain rods, on foot posts, brass vases and castors, japanned, blue, and emerald green.
Terms at sale.
☛ Samples are on view at the Mart.

TUESDAY, 19th October.
To Boot and Shoe Makers, Dealers, and others.
40 trunks Summer Goods, from Davies', Homan's, Bostock's, and Isenberg's.

PURKIS and LAMBERT have received instructions from the importers to sell by auction, at their Mart, on TUESDAY the 19th instant, at 11 o'clock, for bona fide unreserved sale,

40 trunks, as under—
Gents' patent dress wellingtons, morocco legs
Ditto ditto princes boots, ditto
Ditto best light calf wellingtons
Ditto light calf wellingtons, bevils
Ditto ditto prince georges, ditto
Ditto kid top boots, patent golosed, E.S.
Ditto ditto ditto enamel, goloshed, E.S., bevils
Ditto all patent calf, E.S.
Ditto light calf, goloshed ditto, E.S.
Ditto light calf bluchers, H.B.
Ditto stout calf ditto, bradded
Ditto ditto ditto, nailed
Men's strong kip watertights, hobnailed
Boys' and youths' calf E.S. boots
Ditto ditto bluchers, light and stout, bradded
Women's calf leather lace boots, 3 to 8
Maids' ditto, 10 to 2
Ladies' kid boots, welts, assorted, 2 to 8
Ditto best cachmere boots, E.S. B.B., 2 to 8
Ditto cachmere ditto, E.S., 2 to 8
Ditto ditto, white soles, 2 to 8
Ditto best cachmere ditto, to lace, 2 to 8
Ditto cloth goloshed boots, pumps and welts
Ditto patent calf slippers, pumps, B.B.
Ditto ditto, ditto, W.B.
Ditto coloured cachmere boots, E.S., pumps and welts
Ditto ditto, plain
Ditto ditto, to lace
Girls' and children's cloth cachmere and leather boots, 6-13
Ditto ditto memel, Balmorals, and E.S. boots, 6-13
Children's strap shoes, men's and women's slippers.
Terms at sale.

Superior Household Furniture
Fine toned Rosewood Pianoforte
Silver Plate, Plated, Glass, and China Ware
Dogcart, Horse, and Harness, Saddles, Bridles
And other Effects.

MR. EDWARD SALAMON has received instructions from Walter Church, Esq., to sell by auction at his residence, Darling Point, on THURSDAY, October 21st, at eleven o'clock,

All the superior household furniture and effects, comprising
Circular table, rosewood card table
Rosewood chairs, easy chairs, and cabriole sofa, covered in handsome tabaret
Elegant rosewood cheffonier, plate glass panels and back, with marble slab
Mahogany easy chair, covered in haircloth
Papier mache table, chimney glass and ornaments
Rosewood canterbury, and fire screens
Brussels carpets and rugs, fenders and fireirons
Superior framed engravings, eight-day time piece
Marble-slab hall table, chairs, lamp, &c.
Dining-table, cane-seated chairs
Hair-seated sofa, cheffonier, bookcase
Silver plate; plated, china, and glass ware
Large tubular iron bedstead and bedding
Single and children's iron bedsteads and bedding
Chests drawers, wardrobe, cheval glass
Washstands and furniture, dressing tables and glasses
Servants' bedsteads and bedding
Kitchen furniture and utensils
Dog-cart, horse, harness, saddles, bridles, &c.
Garden and stable utensils, and various other effects.

Catalogues are being prepared, and the whole may viewed the day preceding the sale, by cards only, obtainable on application at the office of the auctioneer.

Terms, cash.

MONDAY'S General Sale.

MESSRS. MARTYN and SCHRODER will sell by auction, at the Bazaar, Pitt-street, THIS DAY, at 11 o'clock,

A large variety of saddle and harness horses, carriages, gigs, dogcarts, spring-carts, drays, trucks, carts, harness, saddlery, &c., &c.

Thorough Town Horse.

MARTYN and SCHRODER will sell by auction, at their Bazaar, Pitt-street, THIS DAY, Monday, October 18th, at 11 o'clock,

A very fine chesnut gelding, 6 years old, 15½ hands high, in fine condition, perfectly free from vice, and can be highly recommended in either saddle, single or double harness.

Mauritius Sugar.
Balance of the cargo ex Lile.

BOWDEN and THRELKELD will sell by auction, at the City Mart, on TUESDAY next, at 11 o'clock,

About sixty bags of Mauritius sugar, ex Lile, being the balance of that cargo.

Terms at sale.

Prime Colonial Pork.
To Shipowners, Captains, and others.

BOWDEN and THRELKELD will sell by auction, at the City Mart, on TUESDAY next, at 11 o'clock,

Forty barrels prime colonial pork.

Terms at sale.

Three-bushel Bags,
More or less damaged by Sea-water.
Ex Speedy.

BOWDEN and THRELKELD will sell by auction, at the City Mart, on TUESDAY, at 11 o'clock,

10 bales 3-bushel bags,
More or less damaged by sea-water.
Terms at sale.

Important Sale of Groceries, Oilmen's Stores, Provisions, &c., &c.,
At the City Mart, 362, George-street, on TUESDAY next, the 19th instant.
Raisins, Currants, Salad Oils, Bottled Fruits, Pickles, Colman's Blue, Starch, North Wilts Cheese, Bacon, Butter, Rice, Bags, &c., &c.
For Positive Sale.
To Grocers, Storekeepers, Shippers, Country Buyers, and others.
To close accounts.

BOWDEN and THRELKELD have received instructions to sell by auction, at the City Mart, 362, George-street, on TUESDAY next, the 19th instant, at 11 o'clock,

80 cases bottled fruits
50 ditto pickles
45 ditto salad oils, pints and half-pints
10 cases middles bacon
5 ditto York hams
10 ditto H. and L. red herrings
5 tons Java rice
10 bales three-bushel bags
30 barrels oatmeal
200 boxes Belmont candles
50 cases H and L 1 lb. mustards
20 ditto N. W. cheese
40 ditto Colman's blue
6 barrels currants
26 firkins Goold's Cork rose butter
18 cases ling fish
70 bags Carolina rice
3 tons fine flour
50 cases preserved ginger, &c., &c., &c.

The whole of the above goods are being sold to close various accounts, and must be cleared off without reserve.

Terms at sale.

At the risk of the former purchaser.
Oregon Timber.
WEDNESDAY, 20th instant.

To Timber Merchants, Builders, Contractors, and others.
Scantling, 4 x 2
Deals, 6 x 3, 8 x 3
Ditto, 11 x 3
1½-inch Boards, planed one side.

BOWDEN and THRELKELD will sell by auction, on the Circular Quay, N.E. end, on WEDNESDAY AFTERNOON, the 20th instant, at half-past 2 o'clock, at the risk of the former purchasers,

25,000 feet scantling, 4 x 2
5,000 ditto deals, 6 x 3
5,000 ditto ditto, 8 x 3
15,000 ditto ditto, 11 x 3
5,000 ditto 1½-inch boards, planed one side.
Terms at sale.

In the Insolvent Estate of Mr. James Lionel Michael.
Sale of Land and Book Debts.

BOWDEN and THRELKELD are instructed by the official assignee, John Morris, Esq., to sell by auction, at the City Mart, 362, George-street, on THURSDAY next, the 21st October, at 11 o'clock,

A farm of 43 acres 2 roods of land, situated at George's River, parish of Holsworthy, granted to Charles Wilkinson.

Also, at the same time, the right, title, and interest of the official assignee to the book debts in the said estate, as per schedule, amounting to almost £500.

Terms at sale.

In the Insolvent Estate of the late Mr. John Maloney.

BOWDEN and THRELKELD are instructed by the Official Assignee, John Morris, Esq., to sell by auction, at the City Mart, 362 George-street, on THURSDAY next, the 21st October, at 11 o'clock,

All the right, title, and interest of the Official Assignee, in and to a block of land, containing about an acre, beautifully situated near the eastern end of Liverpool-street, and bounded in part by Dowling-street, and on the north and west by lands belonging to F. Mitchell, Esq.; on the south by land belonging to Mr. Cleeve; and on the east by land belonging to Robert Campbell, Esq. On this land is erected the residence of C. K. Murray, Esq., and the house occupied by Mr. Milford, the latter, producing £104 per year. This property is subject to a ground rental of thirty pounds per annum for three and a half years yet to run, when the purchaser will be entitled to receive the value of the houses from the landlord, or may remove the buildings, as may be determined upon in terms of the lease.

Terms at sale.

A Stone-built House in the rear of Barton and Palmer streets, Woolloomooloo, near the South Head Road.
In the Insolvent Estate of John Maloney.

BOWDEN and THRELKELD are instructed by the official assignee, John Morris, Esq., to sell by auction, at the City Mart, 362, George-street, on THURSDAY next, the 21st October, at 11 o'clock,

A stone-built house in a lane running parallel with Crown and Palmer streets, between Barton-street and South Head Road, being on the east side of the lane, and known in the neighbourhood as Maloney's property.

A plan of the allotment and local sketch can be seen at the Mart.

Freehold title.
Terms at sale.

Preliminary Notice.
To Warehousemen, Drapers, Outfitters, and the Trade.
124 Packages of Seasonable Drapery Goods.
Ex Wave of Life, and Vimeira.
On THURSDAY, October 21st, and FRIDAY, October 22nd, commencing each day at 11 o'clock.

MESSRS. CHAS. MOORE and CO. have received instructions to sell by auction, at their Rooms, Pitt-street, on the above days,

124 packages of seasonable drapery goods.
Now landing, ex Wave of Life, and Vimeira.
Particulars in Tuesday's issue.

THIS DAY, at 11 o'clock.
Beef
Pork
Tongues
Horns.

R. P. RICHARDSON has received instructions to sell by public auction, at the Produce Stores, Circular Quay (late Messrs. Dean and Co.'s), THIS DAY, Monday, 18th October, at 11 o'clock,

C—
10 casks of prime beef (from the Clarence River, just landed)
25 ditto ditto (Campbell's and Redbank's)
5 barrels pork
2 barrels tongues
A quantity of horns.
Terms at sale.

Balmain.
Newly-erected Cottage and an Allotment of Land near Donelly-street, close to Booth's Saw Mills, and adjoining Messrs. Duncan and Dick's properties.
The Cottage is built of weatherboards, with shingled roof and stone chimney, containing two rooms, with enclosed yard and constant water. The Allotment has a frontage of 120 feet to a lane from Dick-street.

R. P. RICHARDSON has received instructions to sell by public auction, at the Rooms, Bank-buildings, George-street, corner of Jamison-street, on FRIDAY, 22nd October, at 11 o'clock,

The above freehold property situate at Balmain.

☛ This is a capital chance for a mechanic or small capitalist, as the cottage will be sold to the highest bidder, Mr May, the proprietor, who resides near the property, will point it out to intending purchasers.

Terms at sale.

Unreserved Sale.
Onion's Point, Parramatta River.
Family Residence, several Cottages and other Buildings, with about 28 acres of Land, at the junction of the Parramatta and Lane Cove Rivers, a short distance from the Hunter Hill Ferry.

R. P. RICHARDSON has received instructions to sell by public auction, at the Rooms, Bank-buildings, George-street, corner of Jamison-street, on FRIDAY, 22nd October, at 11 o'clock,

The unexpired term of lease, having about nine years to run, of all that beautifully situated piece of land at Onion's Point, Parramatta River, containing about 28 acres, with all the extensive improvements thereon, consisting of a large family residence, containing eight rooms, kitchen, &c.; a building containing nine rooms; a stone-built cottage, containing verandah and four rooms; baths on the bank of the Lane Cove River, having eight bath rooms; 2-stall stable, and other buildings.

There is a capital wharf on the Parramatta River, with a good road leading therefrom to the house. Abundance of good water supplied by two wells, one of which is fitted with a force pump; and about four acres of the land are cleared, enclosed, and laid out as orchard and garden. The ground rent is £100 per annum.

☛ This fine property cannot be excelled for beauty or convenience of position by any portion of the favoured locality of Hunter's Hill.

The picturesque scenery on both banks of the river is truly magnificent, and must be seen to be appreciated.

The improvements are very extensive, rendering them especially adapted for an educational establishment, an hotel, combined with large pleasure grounds, or for any public purpose; and as the whole will be disposed of to the highest bidder, without the slightest reserve, it would well repay any one purchasing with a view to a subdivision, letting separately the numerous buildings on the land.

Plan and full particulars at the Rooms.
Terms at sale.

MONDAY'S Regular Sale.

MR. H. D. COCKBURN will sell, THIS DAY, by auction, at 10 o'clock, at his Mart, Park and Pitt streets,

Household furniture, comprising chests of drawers, tables, chairs, bedsteads, cheffoniers, safes, bedding, toilet and pier glasses, sofas, couches, kitchen utensils, sundries. Also,
Clothing, boots, shoes, watches, pictures, books, &c.
Terms, cash.

Horses.

MR. S. WOOLLER will sell by auction, at the New Horse Repository, Pitt-street, THIS DAY, at 11 o'clock,

10 first-class horses, just arrived from the country, all broken-in
Bay horse, gig, and harness
Roan horse, dray, and harness
7 good stock horses, with saddles, &c.
Bay horse, spring cart, and harness
30 other mixed town and country horses, suitable for all buyers
Spring carts, drays, trucks, gigs, box drays, saddles and harness, &c., &c., &c.

N.B.—Mr. J. Armstrong, V.S., can be consulted daily at this establishment.

Parramatta.
Carriage, Harness, Pony, &c.

MR. J. F. STAFF will offer, at his Great Sale, on WEDNESDAY, 20th,

A most compact invalid's hooded phaeton and perfectly quiet pony, fit also for an aged couple, being very low wheels; also another excellent carriage and harness, all unreserved.

Sale commences at 11 o'clock.

Horse Bazaar, 131, Pitt-street, Sydney.

MARTYN and SCHRODER will hold a regular sale by auction every day, at 11 o'clock precisely.

All parties sending horses or other stock, carriages, &c., are requested to forward written instructions previous to sale, stating brands, age, qualification, &c., and amount of reserve, or otherwise a sale will be effected to the highest bidder. No fee charged on horses, &c., offered for sale, if not sold.

MUDGEE and WELLINGTON GOLD-FIELDS.
789 ACRES OF LAND.
With the right of depasturing over 1578 acres.

Title, unquestionable.—For full particulars apply to Messrs. Holden and M'Carthy, solicitors, Castlereagh-street.

Terms, liberal.

MORT and CO. have received instructions to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 3rd November,

A block of land, containing 789 acres, with the right of depasturing over 1578 acres in addition, situate on the Cudgegong River, 18 miles from Mudgee and Wellington, in the centre of the best gold-fields in the colony.

☛ This land is well adapted for grazing cattle or sheep, and is sold solely on account of the proprietor being an absentee from the colony.

CLARENCE RIVER DISTRICT.
HOWMORE STATION, together with about 400 HEAD OF CATTLE.

Terms—Half cash, half 12 months' credit.

MORT and CO. have received instructions from N. M'LEAN, Esq., to sell by public auction, at the Rooms, Pitt-street, on FRIDAY, 5th November, at 11 o'clock,

That compact station, known as HOWMORE, situate in the Clarence River district, about 35 MILES from GRAFTON.

It is well watered in the driest season, and is estimated to CARRY 1800 HEAD of CATTLE. A large portion of the run is enclosed, partly by water, and partly by 3 MILES of fencing, forming almost a paddock, capable of carrying 1000 head.

The IMPROVEMENTS are a house and hut
A strong new stock-yard
A large paddock, about 2 miles round.

With the Howmore run will be sold 400 HEAD of CATTLE, more or less a mixed herd.

⁂ Stock-horses, dray, bullocks, furniture, tools, to be taken at a valuation.

☛ The compactness of the boundaries, its quality and proximity to a boiling establishment, as well as the small number of the stock in comparison to the paying capabilities, all tend to make this a very desirable little cattle property.

DISTRICT OF BLIGH.
BOOMLEY STATION with 800 WELL-BRED EWES.
Terms at sale.

MORT and CO. have been instructed by John M'Intyre, Esq., to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock,

On FRIDAY, 12th NOVEMBER.

That compact fattening run BOOMLEY, situate in the Bligh District, and watered by the Talbragar, to which it has a frontage of five miles. Also, by the Boomley Creek and a fine spring in the midst of the run, and ESTIMATED TO CARRY 3000 SHEEP.

The IMPROVEMENTS are a good substantial slab house, containing 5 rooms and kitchen. A stockyard, with milking yard attached. Also, a cultivation paddock, &c.

With the Boomley Run will be sold, 800, MORE OR LESS, WELL-BRED EWES, from three to four years old.

⁂ Drays, Bullocks, Stores, &c., to be taken at a valuation.

☛ The above can be recommended to any one of moderate capital, desirous of commencing squatting pursuits. The capabilities of the run, its proximity to DUBBO, and the well-known character of the district, combined with the comparatively small number of stock upon it, are sufficient to mark it as a safe venture.

SINGLETON, HUNTER RIVER.
TWO BLOCKS OF 640 ACRES EACH.
Title, unquestionable.
Terms at sale.

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 20th October,

Two blocks of land, containing 640 ACRES EACH, situate in the COUNTY OF DURHAM, about 30 MILES FROM MAITLAND.

One block adjoins the Government reserve at Singleton, is bounded by land belonging to Henry Dangar, Esq., and is within about three miles of the town of Singleton.

The other block is distant from Singleton about five miles, and adjoins property belonging to — Lethbridge, Esq.

☛ Proprietors of property in this locality should attend this sale, as the above are for positive sale. Parties purchasing now cannot fail to realise a very handsome profit when the railway is opened to Singleton, as the facilities of communication must add very much to the value of all lands in the neighbourhood of the line.

Plan on view at the Rooms.

DISTRICT OF NEW ENGLAND.
That compact station MOORABAC, distant 30 miles from the post town of WALCHA, about 70 miles from Armidale, and within 80 miles of water carriage.
Terms—

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, 11 o'clock, on TUESDAY, 19th October,

That capital station MOORABAC, situated in the district of New England, in the neighbourhood of the well-known station of C. D. Fenwick, Esq. It consists of good open ridgy country, interspersed with flats, abundantly grassed, and well watered in the driest season, and ESTIMATED to CARRY 1000 HEAD of CATTLE.

The IMPROVEMENTS consist of stockman's hut, stockyard, horse and cultivation paddocks.

With the Moorabac station will be sold 600 HEAD of CATTLE, more or less a mixed herd, quiet, and well-bred.

MORT and CO. would call attention to this compact little station, which is adapted, not only for fattening, but is also an excellent dairy run; for which latter purpose, its proximity to the northern diggings, as well as to a good shipping port, give great additional advantage.

It is particularly worthy the notice of beginners.
There is postal communication twice each week.

CLARENCE RIVER DISTRICT.
SHERWOOD STATION, and about 1050 CATTLE
Distant about 25 miles from GRAFTON.
Terms

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on TUESDAY, 19th October,

That choice station, SHERWOOD, situate on the URARA RIVER, in the neighbourhood of the runs of Messrs. Shannon and Small, and adjoining Mr. DUNCAN'S well-known station of GLENUGIE. The country consists chiefly of undulating ridges and open flats, is well grassed and permanently watered, and is ESTIMATED to carry 2000 CATTLE.

The IMPROVEMENTS are—A superior four-roomed cottage, with detached kitchen, &c; a good and extensive horse-paddock, a good garden, stockyard, &c.

With SHERWOOD will be sold 1050 CATTLE, more or less, a very superior mixed herd, consisting of a fair proportion of cows and bullocks.

⁂ A considerable number of the cows are BROKEN IN TO BAIL, and are adapted for dairying purposes, and there are some very choice WELL-BRED BULLS running with the herd.

A DRAFT of FAT CATTLE may be taken this season.

⁂ Horses, dray, bullocks, stores, &c., to be taken at a valuation.

☛ The above is a very choice cattle station; and from the extent and character of the improvements, and its proximity to water carriage, is admirably adapted for a homestead and dairy station. The cattle are a very nice quiet herd. On the whole it is a choice cattle property.

WESTHOLME STATION, BURNETT DISTRICT, together with about 900 Head well-bred CATTLE, and 6000 SHEEP.
Distant about 80 MILES FROM PORT CURTIS.
Terms—25 per cent. cash, residue by bills, 12 and 24 months' credit.

MORT and CO. have received instructions from the proprietor, E. G. Clerk, Esq., to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on FRIDAY, 12th November,

Those extensive and first-class stations, known as WESTHOLME, situate on the Colan River, occupying both sides, and adjoining the stations of Messrs. Wilkin, Landsborough, and Hanken.

The run is well grassed and watered, and consists of good fattening country.

Estimated grazing capabilities, 20,000 sheep.

The IMPROVEMENTS are superintendent's cottage, woolshed, stock-yard, paddock, &c., with all that is necessary for carrying on the station with comfort and economy.

With Westholme will be sold—
900, more or less CATTLE, and
6000, more or less, SHEEP, with the lambs of this season given in.

Horses, drays, working bullocks, stores, &c., to be taken at a valuation.

The above are choice stations, and, from their proximity to water carriage and the newly discovered gold-fields, are worthy the attention of all who are seeking for an investment in a first-class pastoral property.

ROCKHAMPTON ESTATE, WAVERLY.

This very beautiful property stands on the heights of Waverley, a little beyond the Tea Gardens, and is, "par excellence," the PICK OF WAVERLEY.

Celebrated as are the Waverley heights and the neighbourhood of Randwick and Coogee for beauty of scenery, and elevation and salubrity for building purposes, there is not throughout this whole district a more lovely spot than Rockhampton: consisting entirely of rich garden land, it commands on all sides the MOST BEAUTIFUL VIEWS OF THE SURROUNDING COUNTRY. To the south-east, Randwick and Coogee; to the south the districts of Botany and Cook's River, with the waters of Botany in the background and the mountain ranges in the distance; on the west Newtown and Petersham; extending northerly to, and taking in the greater portion of, the city of Sydney: while immediately on the north is the Point Piper Estate, with its numberless picturesque villas, extending to the waters of the harbour. This brief sketch will show that in point of position Rockhampton is second to no property in the neighbourhood of Sydney; while its extensive road and street frontage, and the quality of the soil considered, it will be found to possess advantages not readily found elsewhere.

Title unquestionable.
Terms at sale.

MORT and CO. have received instructions from J. H. Atkinson, Esq., to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 20th October,

The ESTATE of ROCKHAMPTON as subdivided into building allotments, and including ROCKHAMPTON HOUSE and GROUNDS.

SECTION No. 1 is bounded on the west by the COOGEE ROAD, on the north by Canoona-street, on the east by Fitzroy-street, and on the south by Mr. Bellby's property. It contains 18 ALLOTMENTS, the frontages varying from 30 to 40 feet each, by depths of from 100 to 120 feet.

SECTION No. 2 is bounded by Fitzroy, Curtis, and Canoona streets, and a Government road, and contains 24 ALLOTMENTS, with frontages varying from 30 to 43 feet, by depths of from 100 to 106 feet.

SECTION No. 3 is bounded on two sides by Government roads, and on the remaining sides by Curtis and James streets. It contains 18 ALLOTMENTS, varying in frontages from 29 to 33 feet, by depths of about 100 feet.

SECTION No. 4 is bounded by the Coogee Road, Curtis and James streets, and on the south by a Government road and by Mr. Shay's property. It contains 18 ALLOTMENTS, with frontages of about 30 feet each, by depths of from 99 to 114 feet.

In addition to the above are—

ROCKHAMPTON HOUSE and GROUNDS, to be sold as one lot, containing an area of about three-quarters of an acre.

The house is built of stone with shingled roof, and contains entrance-hall, drawing and dining rooms, 2 bedrooms, dressing and bath rooms, store-room, servant's-hall and kitchen on the ground floor, and 4 attic rooms. It has a spacious verandah on three sides, enclosed with neat lattice-work. There are also two good cellars in the basement.

Detached from the house are the following out-offices:—Laundry, and washhouse, built of stone, with shingled roof and two waterclosets; also, coachhouse and stabling, built of stone, with hay loft, the entire length of the building. In the garden are TWO SPRINGS affording a PERMANENT SUPPLY of water in the driest seasons.

⁂ The quantity of land with the house can be increased, according to the desire of the purchaser.

☛ This splendid property has been recently surveyed and subdivided by Mr. Debenham. Intending purchasers desirous of inspecting, prior to sale, will be furnished with cards on application to MORT and CO.

LARGE PLAN on view at the Rooms, Pitt-street.

SPLENDID FATTENING RUNS,
DISTRICT OF WELLINGTON.
GEARY RUN with about 1000 HEAD OF CATTLE.
MANORE and DUCK CREEK runs with about 2500 HEAD OF CATTLE.
Terms—

MORT and CO have been instructed by S. B. Daniel, Esq., to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on FRIDAY, 26th November,

The following first-class pastoral properties,

LOT 1. THE GEARY RUN, situate in the Wellington District, upon the Macquarie River, about MID-WAY BETWEEN WELLINGTON and DUBBO, about fifteen miles each way. Its estimated area is about 22,000 acres of the FINEST GRAZING COUNTRY, and it is well-known as a PERMANENTLY watered run. The BOUNDARIES are THOROUGHLY DEFINED.

THE IMPROVEMENTS comprise as follows:—
A comfortable cottage, with kitchen and stockman's hut
A stockyard capable of working from 3000 to 4000 cattle, erected with picked timber, and divided into horse, branding, drafting, and milking yards.

With the Geary run will be sold 1000 HEAD OF CATTLE, more or less, a mixed herd.

⁂ Stores, horses, dray, bullocks, implements, &c., to be taken at a valuation.

LOT 2. MANORE and DUCK CREEK runs.
MANORE RUN is in the District of Wellington, on the Macquarie River, about 12 MILES from DUBBO. It adjoins the stations of Messrs. CORNISH and CHRISTIE; and the boundaries are well defined, and it is permanently watered.

The IMPROVEMENTS upon Manore are, a stockman's hut, divided into compartments; a convenient stockyard, with swinging gates; a grass paddock, of about 2000 acres.

DUCK CREEK RUN is also in the district of Wellington, and is situate upon the Duck Creek, in the neighbourhood of the runs of Messrs. Brower, Gardiner, York, and Cope.

The IMPROVEMENTS are a stockman's hut, and a stockyard capable of holding 1000 head.

With the Manore and Duck Creek runs, will be sold 2500 HEAD of CATTLE, more or less, a mixed herd.

⁂ Stores, dray bullocks, stock horses, implements, &c., to be taken at a valuation.

MORT and CO. feel satisfied that the above properties are so well known, and their character so fully established, that comment upon them is quite unnecessary.

The Macquarie River stations are admirably adapted for depots for stock intended for the Southern markets, which gives them an additional value. The Duck Creek run is also a choice and highly admired fattening run.

WOODCUTTERS' INN and BLACKSMITH'S SHOP,
Situate at the Junction of the
LIVERPOOL and PUNCH-BOWL ROADS.
TITLE—Unquestionable.
TERMS at Sale.

MORT and CO. have received instructions to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 3rd November,

That really valuable property known as THE WOODCUTTERS' INN and BLACKSMITH'S SHOP, situate at the junction of the LIVERPOOL and PUNCH-BOWL ROADS, and occupying about 1 acre 1 rood, more or less, being allotments 3, 7, 8, 19, and 20, section A, as per plan.

The WOODCUTTERS' INN, now in full trade, is a really substantial and comfortable building, built of brick on stone foundations, with shingled roof, and contains seven good apartments, including bar, bar-parlour, sitting-room and four bedrooms, all plastered. At the rear is a detached kitchen, with large brick oven, and an eight-stall stable.

These buildings stand on allotment 3, having a frontage of about 66 feet to the main road. With the above, or separately, will be sold allotments 7, 8, 19, and 20, containing one acre of land, all close-paled, upon which are a BLACKSMITH'S SHOP and FORGE, recently erected.

☛ These properties are placed in the market for bona fide sale, the proprietor having determined to leave Sydney. They are new buildings, most substantially built, and in every respect a most DESIRABLE INVESTMET for any one desirous to secure a good public business with a comfortable home.

TOWN OF SINGLETON, PATRICK'S PLAINS,
Allotment No. 256, fronting CAMPBELL and BOURKE STREETS.
Title Unquestionable.
Terms at Sale.

MORT and CO. have been instructed to sell by public auction, at the Rooms, Pitt-street, at 11 o'clock, on WEDNESDAY, 20th October,

All that allotment of land containing a quarter of an acre, more or less, situate in the TOWN OF SINGLETON, with frontage to both Campbell and Bourke streets, being allotment No. 256 of the original subdivision of that town.

☛ This is a very valuable block of land. It is situate at the rear of Mr. Thompson's store, within a short distance of the CALEDONIAN HOTEL, and in the very heart of the town

Sale of Horses.

MR. GEORGE SEYMOUR has received instructions from Bligh Johnstone, Esq., J.P., to sell by public auction, at Mr. Dorset's Yards, Macquarie-street, Windsor, on TUESDAY next, the 19th instant, at 11 o'clock,

A stud of horses, broken and unbroken

There are some heavy draught horses, and got by the well known horses Farmer's Glory, and Young Lincoln. They are in splendid condition, having only just arrived from the station.

Terms at sale.

In the Supreme Court of New South Wales.
Sheriff's Office, Sydney, 13th October, 1858.
Between MICHAEL SCOTT, plaintiff, and JOSEPH M'GILL, MARY M'GILL, and DANIEL STEWART, defendants.

ON MONDAY, the 18th instant, at Noon, at the London Tavern, George-street, Sydney, the SHERIFF will cause to be sold,

All the right, title, and interest (other than an equity of redemption) of the defendants, or either of them, of and in four houses in Riley-street, Woolloomooloo, being Nos. 94, 96, 98, and 100, unless this execution be previously satisfied.

THE FATE OF LEICHHARDT.

To the Editor of the Sydney Morning Herald.

SIR,—In the *Sydney Herald* of August 24th, there appeared a communication from the Rev. W. B. Clarke, headed "Leichhardt and the Desert." The object of the writer appears to be to show that Leichhardt (having stated, previous to his departure on his last expedition, that he did not intend penetrating the desert) most probably took the route by the Peak Downs instead of by Mitchell's Victoria River, and that, therefore, his tracks should have been sought for in the former, instead of the latter direction, by the two expeditions which have been despatched to ascertain his fate.

In the case of Mr. Hely's expedition, it is stated that "instructions were given to that gentleman to proceed from the Condamine to Peak Range, via the Dawson," but that "in consequence of a conversation with Mr. Isaac, he obtained leave to alter his route; but nevertheless, turned back short of the Victoria." In reply to this statement, I beg leave to offer a few observations.

When Mr. Hely and his party arrived on Darling Downs he informed me that it was his intention to follow Leichhardt's old line of route to the Peak Downs, as he believed that Leichhardt had gone there. From this opinion I differed, and now offer my reasons for having done so.

Leichhardt, after leaving Darling Downs, did not, as very many supposed, follow his old line of route, via the Dawson, to Peak Range; but, on the contrary, went to Mount Abundance, on the Fitzroy Downs. With the country between the Condamine and the Fitzroy Downs he was well acquainted, but with that to the northward of Mount Abundance and between there and the Peak Downs, he knew nothing, though there was good reason to believe that much broken country and scrub land existed in that direction, and which opinion has since been fully confirmed. Had Leichhardt, then, proposed going to Peak Range at all, is it not much more probable that he would have adopted his old line of route, via the Dawson, with which he was so well acquainted, having travelled over it three times, in preference to the one by Mount Abundance? Mitchell's line of route, via the Maranoa to the Mantuan Downs, was no doubt open to Leichhardt, and would have been a direct line for the head of the Belyando, but most certainly a very great round to his old camp on the Peak Downs, where "he had left stores on a previous journey," and to which point Mr. Hely proposed going. As a guide, however, to what Leichhardt's intentions were, we have his own statement, contained in his letter of April 4th, 1848, and dated from Macpherson's station on the lagoon, to this effect—"We have killed our first bullock at this station, to obtain the necessary provisions to *convey us to the Victoria*." Thus it will be perceived, on the very eve of his departure, confirming what he had frequently stated to myself and many others as to the line of route he proposed taking; whilst it is worthy of remark that when his party were last seen they were proceeding towards sunset, that is, towards the Maranoa. And here I shall take the opportunity of noticing the suggestion of the Rev. W. B. Clarke, that Leichhardt may have changed his mind as to his route after reaching Mount Abundance, inasmuch as he stated to Mr. Isaac that he would go from Darling Downs to the Balloon, but never went to that river at all, and that therefore if he changed his mind once, why not again? The first point which Leichhardt purposed making, after leaving the Condamine, was no doubt the Fitzroy Downs, probably Mount Abundance. To do this, he might either have continued his course down the Dogwood to the Balloon, down that river to the lagoon, and thence upwards, or he might have taken a more direct line, intersecting the tributaries of the Balloon, at some distance above their junctions with that river; but I am at a loss to understand how the fact of his having adopted this latter route, in preference to the former, can show any change of purpose. The abundance or deficiency of grass and water might easily account for so small a deviation from his proposed line of route.

An additional reason for urging Mr. Hely to proceed by the Fitzroy Downs, also appeared to me to exist in the fact, that though the object of his expedition was, no doubt, generally to ascertain the fate of Leichhardt, it did especially involve the determination of the correctness or incorrectness of the reports of the blacks, who had stated that some seven or ten days journey *westward of Mount Abundance*, Leichhardt and his party had been killed; and I would ask was Mr. Hely likely to accomplish this by taking his old route to Peak Downs? It must, however, be a matter of regret that Mr. Hely was unable to prosecute his research beyond the Warrego, as in point of distance the Peak Downs were quite accessible to him, as was also the Victoria.

With regard to the marked trees on the Warrego, I may remark, that though the letter L cut on a tree was undoubtedly the mark made usually by Leichhardt to distinguish his camps, it was frequently not adopted, and hence long intervals between his marks p.m. may often occur. Several of his trees [illegible] marks besides the L, and that [illegible] trees roughly shaped, having [illegible] also bear other by a black boy, who [illegible] is sometimes very party on the [illegible] some instances been carved [illegible], I believe, also went out with the [illegible] expedition.

By whom these trees on the Warrego were marked will probably remain, as it is now, a matter of conjecture; but with respect to the L tree on the Victoria, discovered by Mr. Gregory, I believe that there are strong reasons for fixing this as one of Leichhardt's. If the trees on the Warrego were marked by Luff, then, surely, not also the tree on the Victoria; moreover, though Luff was frequently detached from Kennedy's main party to search for water, that was hardly likely to have been the case in this instance, as according to Mr. Gregory, this part of the river for some miles is well supplied with deep holes of water. Mr. G. Lang was never on the Victoria or near it; had he been there, and more especially had he marked a tree there with an L, he would surely have alluded to such a circumstance at the Leichhardt meeting, held at the German Club last year, at which he was present, and in the proceedings of which he took so much interest. Some exploring party *may*, no doubt, have visited the Victoria prior to Mr. Gregory, but if so, it is somewhat singular that they should have kept their expedition so entirely secret, for, in general, bushmen like to talk of such matters; and it is, to say the least, rather a singular coincidence, that they should have used exactly the same mark to designate their camp as Leichhardt was in the habit of doing. The fact of cut saplings having been found at the L tree would seem to show that some party encamped there for a night (they were large saplings, and not such as are usually used by the blacks, so Mr. Gregory has informed me); but this does not in any way prove that that party was not Leichhardt's, as despite the warning he had had, he frequently made gunyahs on his trip to the Maranoa, even though aware that the blacks had been detected by myself and Mr. Bunce, in crawling round our camp in the middle of the night. Of the formation of any station on the head of the Maranoa, Mr. Gregory saw no trace whatever, though he passed up this river in its upper course. I think it may, therefore, be presumed that if any station ever was formed there, it must have been very shortly afterwards abandoned.

In conclusion, allow me to remark, that having all along taken a great interest in the fate of Leichhardt, I have been most anxious that such steps should be taken as appeared likely to clear it up, and therefore deeply regret that Mr. Hely's expedition, and subsequently Mr. Gregory's, (which latter was so very ably conducted,) should both have failed in their object.

I remain, Sir, your obedient servant,

FREDERICK N. ISAAC.

Gowrie, September 25.

To the Editor of the Sydney Morning Herald.

SIR,—Would you permit me to correct an error in the report of my address as chairman of the Redfern meeting on the Bishop's Synodical Bill—an error which, though very excusable in your reporter, or in any one not read in the subject, is nevertheless one which, if uncorrected, will justly expose *me* to the charge of culpable ignorance. The error which I am anxious to amend is to be found in that portion of the report which contains my observations relating to the American Church and the Episcopal Church in Scotland. I did not say that the latter Church had a diocesan convention, or a general convention; nor did I assert that the laity had a share in its government; nor did I speak of "elders" as referring to the said Church. What I did say was this: that as the members of the Church of England in America had derived their bishops from those in Scotland, so it was probable that they derived their ideas of a church platform from the fact that the Scottish bishops and their clergy were wont to meet in Synod, to which laymen were invited as a kind of assessors, though without a vote. I then explained the constitution of the *American* Church—not, as in the report, the *Scottish Episcopal*—as consisting of diocesan conventions, &c., &c. The "elders" of whom I spoke were those of the Presbyterian or Church of Scotland, on whose mode of Church government I then proceeded to comment, as to a great extent illustrating the nature of synods, conventions, &c.

I would also say that I distinctly stated that, though I wished particularly to hear all that could be said on the veto question, yet, as I found no mention in Church History of there ever being a Synod without a bishop's presiding over it, my mind was quite made up upon that point.

You must excuse my thus intruding upon the notice of your readers, but I feel that to a large proportion of them this Synod question is, or rather ought to be, a deeply interesting one. Information on this subject is eagerly sought by many members of the Church of England, and I should be sorry if any parishioner should be misled by an apparent mis-statement of mine, or that I should seem to add to many shortcomings that of ignorance on a point where every clergyman is supposed to be well-informed.

I am, Sir, your very obedient servant,

ALFRED H. STEPHEN.

Redfern, October 16.

THE FITZROY DIGGINGS.

To the Editor of the Sydney Morning Herald.

SIR,—Up to the present moment the reports from the diggings are of such a character as ought to deter any one from coming hither for the purpose of gold-seeking, unless amply provided with ways and means to give the field a trial of say, at least, two months—and then be prepared for disappointment,—to return from whence they came, or to take such employment as may offer. As far as I can ascertain, gold in paying quantities has not yet been procured off the original patch, nor yet by deep sinking. The lead may yet be discovered, or a new field be found, but whether or when such an event will happen, I cannot take upon myself to predict.

The tide of adventurers up and down the road still continues. Hitherto, comparatively few who have lately gone up have remained, and comparatively none have given the ground a shadow of a trial, being induced to return at once—some by present or prospective poverty, some from want of confidence in the indications. It is really astonishing, and at the same time truly distressing, that so many could have been led to embark on an uncertain undertaking, unprepared for the slightest preliminary delay in finding gold; in fact, hardly supplied sufficiently to enable them to travel to the field. During the last twelve days, from 1100 to 1200 must have returned; and the Eagle, Jenny Lind, and Emily Hort will probably leave to-morrow, or the day after, with full complement of passengers. I am so hurried that I have not time to write at greater length. Up to present moment, I am happy to say, peace and good order have been maintained.

I am, Sir, yours very truly,

CANDOUR.

Rockhampton, 9th October.

FUNERAL.—The Friends of Mr. G. T. B. TODD, are respectfully invited to attend the Funeral of his late departed wife ELIZABETH. The procession to move from her late residence, the Railway Inn, Camperdown, THIS (Monday) AFTERNOON, at three o'clock precisely. RICHARD HANSLOW, undertaker, 778, George-street South.

FUNERAL.—The Friends of Mrs. ELLEN ASHE are respectfully requested to attend her Funeral. The procession to move from her late residence Sussex-street, near the Patent Slip Wharf, on TUESDAY AFTERNOON, at a quarter to 3 o'clock, p.m. N.B.—No circulars will be issued. REUBEN THOMAS, undertaker, 141, York-street, late of 54, King-street.

GEELONG and MELBOURNE RAILWAY.—Debenture holders are informed that coupons due the 5th October will be paid immediately on receipt of the balance of guaranteed interest now payable by the Government. MARTIN SHOLL, secretary. Geelong, October 9th.

ADOLPHUS BRYANT LAW (from J. Curby's), Licensed Pawnbroker, 110, Cumberland-street.

AYTON, ELLIS, and AYTON, painters, glaziers, plumbers, paperhangers, &c. 436, Castlereagh-st.

B. MOUNTCASTLE having purchased Mr. J. Lublin's Stock and interest in his trade, begs to inform his (Mr. J. Lublin's) friends, that he has removed the business to his old-established shops in Market and George streets.

D. BUIST and SON, Pianoforte-makers.—Pianofortes Tuned, Repaired, and Removed. 254, George-st.

F. JONES (from Frodsham's, London), begs to inform the public that he is now repairing watches, clocks, &c. at prices to suit the times. Watches cleaned for 6s.; hands and glasses fitted for 1s. N.B.—All work guaranteed to give satisfaction or the money returned. 26, Jamison-street.

GILCHRIST and GREIG, Commercial Brokers and Commission Agents, Hall of Commerce, Melbourne. Reference in Sydney, Messrs. Gilchrist, Watt, and CO.

HEALTH, with EDUCATION, for Children, on the salubrious heights of Paddington. Miss TRAPPITT has vacancies for boarders, at her Preparatory School, 5, Eliza-place, Point Piper Road, Paddington.

KENT LARDER Coffee and Reading Rooms. English papers received. 164, Pitt-street North.

MR. WINSTANLEY, Dentist [illegible] 137, York-street, next [illegible] chapel.

MR. J. E. SMYTHE, Practical Surgical and Mechanical Dentist, 126, Castlereagh-street North.

NORTH SHORE.—GEORGE GRAY begs to inform the public that he has removed to those large and more commodious premises adjoining Mr. Blue's Inn. St. Leonard's Drapery Warehouse.

PHRENOLOGY.—Mrs. BEER, Practical Phrenologist. 33, Elizabeth-street North, Sydney, may be consulted for a few days longer ONLY, previous to her going to WINDSOR.

R. BURNETT, Broker, 13, Hunter-street, Sydney 20th July, 1858.

REMOVAL.—E. BIBBEE, from Pitt-street, to 89, York-st., Wynyard-square, next Lloyd's City Bond.

REMOVAL.—Mr. W. PAUL, from Macquarie-place to 89 York-street, Wynyard-square.

REMOVAL.—The Vice-Consulate of Russia from Macquarie-place, to 89, York-street, Wynyard-square.

SYDNEY OPHTHALMIC INSTITUTION for the Cure of Diseases of the Eye.—Patron, Sir William Denison. President, Sir A. Stephen; Surgeon, Dr. Bernoastle. Apply from 9 to 11, at 20, Wynyard-square.

WRITING, Engrossing, Accounts, and Bookkeeping, carefully performed. Address A. X. HERALD Office.

WOOL.—MORT'S PRODUCE STORES.—The undersigned will make cash advances on consignments of wool, oil, tallow, hides, &c., consigned to them for sale or shipment. MORT and CO.

TO SELLERS of WOOL, HIDES, and SHEEPSKINS —BRIERLEY, DEAN, and CO., 178, George-street Sydney, are purchasers.

TALLOW.—The highest price given for tallow, in any quantity, at the Australasian Stearine Works, Dixson-street.

MONEY to LEND, upon Sydney Freehold Property. STENHOUSE and HARDY, 45, Hunter-street.

TO BE INVESTED, £6500 Trust Money, upon good freehold securities. Apply to Mr. ELLIS, solicitor, 32, Elizabeth-street North.

£600 AND £400, Trust Money, to be Lent on Mortgage. Apply to Messrs. SPAIN, YOUNG, and ROXBURGH, Exchange; or to ALLAN and NORTON, 90, Clarence-street.

£5000 TO LEND on city freehold, in sums from £100 to £1000. Apply DURHAM and IRWIN, 66, King-street West.

£2000 TO LEND, on approved city or country security, in one or more sums. For particulars apply at 132, Pitt-street, Sydney.

£6000 TO LEND, at 8 per cent. F. BRADLY, auctioneer, opposite Supreme Court.

£150,000 LENT, on Farms and City Property. R. FORBES, 170, Pitt-st.

DENTISTRY.—Messrs. J. and M. EMANUEL, Surgical and Mechanical Dentists, employ the following methods in supplying artificial teeth, from one to a complete set. First, on the roots of the natural teeth; second, on a plate with clasps; third, with spiral springs; fourth, by atmospheric pressure. Messrs. Emanuel guarantee satisfaction. The gold used is twenty carats, and the mineral teeth are manufactured by American, English, and French distinguished artistes. Charges moderate. No. 183, George-street, near Hunter-street.

STEAM ENGINES.—For SALE, at the Stores of the Undersigned,

From the manufactory of Messrs. C. D. Young and Co., of Glasgow.

8-horse power high-pressure horizontal steam engine, stationary, with boiler, &c., complete

8-horse power ditto ditto, horizontal portable ditto ditto

6-horse power ditto ditto ditto ditto

10-horse power ditto ditto, stationary, with boiler, &c., complete.

From Messrs. P. and W. MacLellan's manufactory, Glasgow.

One 20-horse power high-pressure horizontal stationary steam engine, with boiler, &c., complete.

And from the celebrated manufactory of Messrs. Clayton, Shuttleworth, and Co., of Lincoln.

One portable 8-horse power steam engine, complete, with enlarged fire-box, &c.

One ditto ditto 10-horse power double cylinder, ditto ditto.

The above are of superior manufacture, and well worthy the attention of purchasers.

FLOWER, SALTING, and CO.

WATERLOO MILLS WOOLWASHING ESTABLISHMENT.—The undersigned is prepared to receive any amount of wool in grease, either to handwash, or scour, all cartage free. Charges as usual. Clean fleece wool, classed and repacked, for the English market. N.B.—Wool bought and sold on Commission. THOMAS HAYES.

ARALUEN GOLD-FIELDS, BRAIDWOOD.

The undersigned is instructed by HENRY CLAY BURNELL, Esq., J.P., the proprietor of the ARALUEN GOLD-FIELDS, to suggest to Diggers from MELBOURNE and the FITZROY the advisability of locating themselves on his estate at Araluen, and begs to point out the following inducements:—

I.—The present occupants have nearly all been digging for two years and upwards.

II.—There are all averaging £1 per day per man.

III.—There are no blanks, but all are steadily doing well.

IV.—The sinking is from twenty to forty feet only.

V.—The current rate of wages is from £3 to £3 10s. in the district.

VI.—There is direct communication from Sydney per steamer Hunter, twice a week, in twenty-four hours—thus, twelve hours by sea to the Clyde, Bateman's Bay, from thence thirty miles, by New Clyde Road, by coach or on foot.

VI. THE PROPRIETOR WILL GIVE A WRITTEN GUARANTEE TO PAY THE RETURN PASSAGE TO SYDNEY PER STEAMER OF ANY PARTIES WHO MAY BE DISSATISFIED AFTER ONE MONTH'S TRIAL.

It need only be said that there is a large tract of land—ample for 5000 (five thousand) men—situate in a valley receiving the waters of the well-known Bell's and Major's Creeks, and considered by competent judges to be a vast RESERVOIR OF GOLD.

Provisions are reasonable, and plenty of water.

Parties of from four to eight are the best adapted for these diggings.

No Chinese allowed.

For further particulars apply to the Proprietor, Macquarie-street North, or to ALEXANDER DICK, solicitor, 63, Pitt-street, Sydney.

NOTICE is hereby given that, by indenture bearing date the sixth day of October, in the year of our Lord, one thousand eight hundred and fifty-eight, made between CHARLES JONES, of Ipswich, in the county of Stanley, and colony of New South Wales, licensed victualler, of the first part; WALTER GRAY, of Ipswich, aforesaid merchant, and CHARLES WARRY, of the same place, chemist, as trustees for themselves and all other the creditors of the said Charles Jones, of the second part; and the several persons and bodies corporate named in the schedule to the said deed of the second part: The said Charles Jones did convey and assign unto the said Walter Gray, and Charles Warry, as such trustees aforesaid, all his estate and effects whatsoever. And that the said assignment was executed in the presence of, and attested by ALFRED DELVES BROUGHTON, a Justice of the Peace. And notice is hereby given that such deed is at the office of Arthur Macalister, solicitor, Bell-street, Ipswich, aforesaid for inspection and execution by the creditors of the said Charles Jones.

Dated at Ipswich, this sixth day of October, A.D., 1858.

CHARLES JONES
WALTER GRAY
CHARLES S. WARRY.

Witness, ALFRED DELVES BROUGHTON, J.P.

Dunsmure and Stafford, 159, Castlereagh-street, Sydney, agents for A. Macalister, Ipswich.

In the Supreme Court of New South Wales. Ecclesiastical Jurisdiction.

In the Will of KINNEAR ROBERTSON, late of Liverpool, in the colony of New South Wales, surgeon, deceased.

NOTICE is hereby given that, after the expiration of fourteen days after the publication hereof, CATHERINE ROBERTSON, of Liverpool, aforesaid, the widow of the above-named KINNEAR ROBERTSON, deceased, intends to apply to this honorable Court, that probate of the last will and testament of the said deceased may be granted to her as the executrix therein named. Dated this 16th day of October, 1858.

W. K. MACNISH, Proctor for the said Catherine Robertson.

NOTICE.—All accounts against the firm of MARTYN and SCHRODER, are requested to be forwarded to the undersigned without delay. CHARLES MARTYN. October 14.

NOTICE.—All persons found trespassing, or cutting timber on the lands purchased by Messrs. R. H. and F. TOOTH, in the districts of Nattai and Mittagong after this date, will be prosecuted. 11th October.

NOTICE.—The Northern Gold Escort having been prevented by floods from arriving in Sydney before this morning, it will not leave again until SATURDAY next. Office of Inspector-General of Police, Sydney, October 16.

NOTICE.—Any Persons having business to transact with JOHN AARON PARFITT, coach builder, York-street, Sydney, will be kind enough to direct to him at Mr. PAYNE'S, Sutton Forest.

NOTICE.—To the Inhabitants of Windsor and District.—H. WYLIE, proprietor of the Windsor National Academy, in returning his sincere thanks to the friends and patrons for the [illegible] received from them [illegible] of a century, [illegible] very liberal support he has [illegible] for the period of upwards of a quarter [illegible] begs leave to acquaint his friends and patrons [illegible] the consequence of the great influx of pupils to his establishment, he has engaged the services of an Assistant, of first-rate accomplishments, who will teach, in addition to a good English education, drawing, mapping, and surveying; likewise a Governess, or Matron, for the female department, who will teach needlework, crochet, and fancy work, together with an English education.

Trusting in the continued support of his friends and patrons, the proprietor is determined to spare neither expense, exertion, nor assiduity on his part to meet the wants of all classes of the community.

NEW PRODUCE STORES, Pitt-street, Circular Quay.—R. P. RICHARDSON (late sales' clerk to Messrs. T. S. Mort and Co.), Auctioneer, Broker, and Commission Agent.

Liberal cash advances on wool, tallow, hides, or any description of produce for sale or shipment.

Bank-buildings, George-street, 15th September.

THE "SYDNEY MORNING HERALD," containing the "MONTHLY SYDNEY MAIL," will be forwarded to all parts of the world, in accordance with instructions as to address on the following terms: Single copies, including postage stamp, will be charged 6d. each; or the twelve monthly numbers, also including postage stamps, the price will be 5s. per annum via Southampton, and 7s. per annum via Marseilles, payable in advance.

MAITLAND MERCURY AGENCY.—Mr. ARTHUR CUBITT, Commercial Chambers, New Pitt-street, Sydney, has been appointed agent for the MAITLAND MERCURY, in place of Mr. Henry Ferris, resigned. Parties indebted to the MERCURY are solicited to pay their accounts without delay to Mr. Cubitt.

Mr. Cubitt will receive the names of new subscribers to the MERCURY, as well as orders for advertisements; and is the only person authorised to receive advertisements for the MERCURY in Sydney.

The MAITLAND MERCURY will for the future be filed at Mr. Cubitt's office, for the benefit of advertisers and subscribers.

TUCKER, CRACKNELL, and FALLS.

MERCURY Office, Maitland, October 1.

FRIENDS of the Colony, subscribe for one copy of the BAND OF HOPE JOURNAL.

TAKE NOTICE, the BAND OF HOPE JOURNAL is mainly filled with original colonial articles.

PERSONS in the country will find reliable Sydney markets in the BAND OF HOPE JOURNAL.

MELBOURNE HERALD for SALE. CODNER, News Agent. N.B.—Subscriptions and advertisements received.

NEWSPAPERS and MAGAZINES, ex Emeu.—For particulars and prices see HERALD, October 15th, page 8, column 3. CODNER, News Agent, Bookseller, and Stationer, 555, George-street South, five doors South of Liverpool-street.

THE SYDNEY DISPATCH, Supplied at 6s. 6d. per quarter. CODNER, news agent, 555, George-street South.

BISHOP OF SYDNEY'S SYNOD BILL.—The CHURCH OF ENGLAND CHRONICLE of 1st September, containing the Bishop of Sydney's Synod Bill, may be obtained at the Office, Phillip-street. price 6d.

BRITISH STANDARD.—Subscribers can now be supscribed, at 21s. per annum. ADDISON, 487, Brickfield-hill.

RAREY'S METHOD of HORSE TAMING, just published, for 2s. 6d. post free.

CONTENTS:

How to succeed in getting the colt from pasture
How to stable a colt without trouble
Experiment with the robe
Suppositions of the sense of smelling
Powel's system of approaching the colt
Remarks on Powel's treatment—How to govern horses of any kind
How to proceed if your horse is of a stubborn disposition
How to halter and lead a colt
How to lead a colt by the side of a broke horse
How to lead a colt into the stable and hitch him without having him pull on the halter
How to saddle a Colt
How to mount the Colt
How to ride the Colt
How to drive a horse that is very wild and has any vicious habits
On balking
To break a horse to harness
How to hitch a horse in a sulky
How to make a horse lie down
How to make a horse follow you
How to make a horse stand without holding.

JAMES FRYER, 322, George-st., near Market-st.

MYSTERIES of the COURT OF LONDON, complete sets, post free, for £4 10s.

Mysteries of London, for £3 10s.
Family Herald, for £7 10s.
Household Words, half-morocco, for £6 15s.

JAMES FRYER, 322, George-street.

LOLA MONTEZ.—Life and Lectures, price 2s. JAMES FRYER, George-street.

PIANOFORTES, by Erard, Collard and Collard, Broadwood and Sons, Murphy, Stoddart, and other English and foreign makers; a large collection of Modern Music, Violin and Harp Strings, 63, Wynyard-square.

WANTED to be Known, PORTRAITS, 5s. with case. 290, George-street, opposite the White Horse.

VALUABLE FAMILY MEDICINE.—Dr. Bailey, physician to George the Third, was celebrated for his skill in treating Bilious and Liver Complaints, and has left behind him a very valuable recipe for Antibilious Pills. This REDFORD and BURRELL have secured direct through her Majesty's chemist at Windsor, who for years made them according to the doctor's prescription. Prepared only by REDFORD and BURRELL (late Foss, Son, and Co.), 219, Pitt-street, Sydney, and sold in boxes at 1s. and 2s. each. Also, GOULBURN HERALD Office.

BAD NEWS FROM THE GOLD-FIELDS!!!—In consequence of the continued unfavourable news from the Fitzroy Gold-fields, T. S. POPE, 99, King-street, has decided on NOT giving up his business, but will continue selling his stock of Stationery, Drawing Materials, Bibles, Church Services, &c., &c., at considerably lower prices than any other house in Sydney. He confidently solicits the support of storekeepers, schools, and families, assuring them that he intends strictly adhering to that principle universally successful in London of "small profits and quick returns."

99, King-street, opposite Hill and Son's.

IMPORTANT TO MOTHERS.—HENRY'S Australian Worm Powders are a never-failing remedy for worms in children or adults; sixpence each. Prepared only by JAMES HENRY, chemist, 659, George-street, Sydney.

WYNYARD HOUSE, 335, GEORGE-STREET.—O'DONNELL, HITCHINS, and CO. beg to apprise the Ladies of Sydney and the public generally, that they are in complete possession of their Summer Stock. The following comprise a few of the goods to which they would direct especial attention.

SILKS.

Rich black French glaces, moire antique, and satins
Rich brocaded silk robes, in all colours
Plain and fancy checked robes, in the newest designs; also a large variety of small and large checked silks.

MANTLES.

Just opened three cases of the most select goods, amongst which is the new scarf mantle in black and coloured silks.

FRENCH MUSLINS.

A large variety of the above goods, with three or four flounces; also the new chintz robe
Printed jaconet and clear books by the yard
Plain and fancy organdie ditto
The new Marcella and French cambric robes, in great variety.

BAREGES.

Plain, flounced, robed, and checked, in the newest designs and colours.

O'DONNELL, HITCHINS, and CO. would also respectfully invite attention to the following departments in all of which will be found the newest and best goods:—

General Drapery
Hosiery
Haberdashery
Ribbons
Gloves
Laces, &c.

Wynyard House, 335, George-street.

M. M'MAHON's Wholesale and Retail Brush, Perfumery, and Fancy Warehouse, 410, George-street, 2 doors north of King-street.

CHESSMEN, in bone, wood, and ivory, at M'MAHON'S, 410, George-street.

PORTMANTEAUS—a large assortment constantly on hand, at M'MAHON'S, 410, George-street.

BASKETWARE.—Ten cases assorted Baskets, just unpacked, at M'MAHON'S, 410, George-street.

BROOCHES and Bracelets, in endless variety, at M'MAHON'S, 410, George-street.

HAIR BRUSHES.—Gosnell's best Penetrating Hair Brushes, at M'MAHON'S, 416, George-street.

TOOTH-BRUSHES, a very superior article, 1s. each. M'MAHON'S, 410, George-street.

JOCKEY CLUB, Opera Bouquet, Bride's, and Yacht Club Bouquet, and a great variety of the choicest Perfumes for the handkerchief, at M'MAHON'S, 410, George-street.

GOLDEN OIL for the Hair, in 3s. 6d., 5s., 7s. 6d., and 10s. 6d bottles, at M'MAHON'S, 410, George-st.

BALMA POMPEIANA for the Hair. All sizes at M'MAHON'S, 410, George-street.

ROWLAND'S Macassar Oil, [illegible] wholesale and [illegible] Kalydor and Odonto, street. 2 doors after hereail, at M'MAHON'S, 410, George-[illegible] north of King-street.

DRESSING-GLASSES, silver-fitted, from ten to twenty guineas each, at M'MAHON'S, 410, George-street.

NOTICE to CONTRACTORS, Builders, and others.—W. W. BUCKLAND most respectfully intimates a further reduction in the prices of Messrs. Doulton and Company's Patent Glazed Stone Ware Drain Pipes, and is prepared to tender for supplies of any quantity, with all the necessary bends, junctions, gullys, syphons, traps, closets, &c., at prices defying competition. It is unnecessary to speak of the superiority of the manufactures of Messrs. D. and Co., the patentees and original exporters of this merchandise. The City Drain and Water Pipe Depot, No. 2, Macquarie-place.

IMPORTANT to BUILDERS, CONTRACTORS, &c.—W. FAIRFAX and SON are prepared to execute orders for joiners' work to any extent, at the present prices.

MOULDINGS, SKIRTINGS, ARCHITRAVES, Casements, Venetian Shutters, Doors, &c., of every design and description.—W. FAIRFAX and SON solicit the attention of all engaged in building operations to their new and powerful machinery, their establishment being the most extensive and complete in the colonies. Steam Moulding Mills, Woolloomooloo Bay.

CHEAP PRINTING.—Posting Bills, in any colour, at an hour's notice. BRADSHAW'S, Church-hill.

LEA and PERRIN'S celebrated WORCESTERSHIRE SAUCE.—The undersigned having been appointed agent for this highly esteemed article, purchasers may avoid the numerous imitations by applying to him direct, —through whose agency wholesale dealers may import the sauce direct from Lea and Perrin. S. A. JOSEPH, Margaret-street.

V. D. L. Oaten Hay, hydraulic-pressed. E. H. POLLARD, Queen's-place.

FOR SALE.—Dogcarts, Pagnalls, Whitechapel, &c. Coach Factory, 357, Bourke-st., near the Iron Church.

TARPAULINS and WRAPPERS for SALE. Apply to Mr. FORD, HERALD Office.

EX EMMA PRESCOTT, direct from Hobart Town.—Derwent Potatoes, 15s. per cwt., or £14 5s. per ton. W. H. HINDMARSH, Flour Company's Wharf.

HOBART TOWN Potatoes, ex EMMA PRESCOTT, now landing, at the Flour Company's Wharf, at 15s. per cwt., by the bag, or £14 5s. per ton. W. H. HINDMARSH, Flour Company's Wharf.

FLOWERS, FEATHERS, Straw Bonnets, and Hats, of every description, on SALE, at the Stores of GREGORY, CUBITT, and CO., manufacturers and importers, Wynyard-street, Sydney, and 15, Aldermanbury, London.

TO SETTLERS and STOREKEEPERS.—The undersigned have constantly on hand,

Woolpacks, 10 to 10½ lb.: woolbagging, 2 widths
Bags, sewing twine, fine and coarse
Sheepshears, Sorby's and Wilkinson's
Sugars, rice, tea, flour, and tobacco
Mole trousers, Scotch twill shirts
Wines and spirits, &c.

And every article requisite on a station.

JAMES MORT and CO., 175, Pitt-street.

300 BALES Oaten and Lucerne FOR SALE, 794, George-street. J. YEOMANS.

FITZROY DIGGINGS.—Supplies for Gold Diggers.—

Collins' American picks, shovels, and axes
Simmons' single and double end picks
Prospecting pans, camp kettles, and balers
Galvanized buckets, gold scales and weights
Californian cradles, on improved principles, made to order.

At J. KEARY'S, wholesale and retail ironmongers, 44, Pitt-street North.

PHOTOGRAPHY.—A large assortment of Photographic Materials, consisting of cameras, lenses, chemicals, cases, and every description of goods used in the photographic art constantly on SALE. Collodiotypes, stereoscopic portraits, &c. &c. taken daily at BATCHELDER, BROTHERS', 318, George-street.

CUT AND PRESSED GLASSWARE.—A new shipment of the above on SALE by the undersigned, consisting of custard and jelly glasses, decanters, tumblers, wines, &c., &c., of a superior description, and of the newest designs; and an assortment of confectioners' cake covers, by the package or single article. J. GOULD, 424, George-street, near King-street. N.B. Goods well packed for all parts. Shipping supplied.

CARTS, DRAYS, BARROWS, HAND TRUCKS, &c., at ENEVER'S, 516, George-street, opposite Police Court gate—warranted.

PHOTOGRAPHIC Chemicals and Apparatus constantly on SALE, securely packed and sent to all parts of the colonies. Price lists on application. J. S. NORRIE, practical chemist, 341, Pitt-street.

LIQUID CEMENT for the Toothache, sold in bottles, by Mr. J. EMANUEL, dentist, George-street North.

ANOTHER REDUCTION IN THE PRICE OF FUEL.—H. R. WHITTELL most respectfully invites attention to the following:—

An allowance at the rate of one shilling per ton or load, if paid on delivery.

£1 16s per ton for the best screened Newcastle coals
£1 12s. ditto ditto household coals, recommended
£1 8s di to ditto, second quality, very good
19s. blacksmith's, through a large screen
£1 per load for the best ironbark, in billets, junks, or cut
18s. ditto, for second quality of wood
Charcoal, coke, and breeze, equally cheap.

N B.—Weight guaranteed; every bag weighed.

WHITTELL'S Fuel Sheds, Bathurst-street, right hand side.

FOR SALE.—50 tierces prime mess beef. Biscuit, slightly damaged, at two tons. Also English canaries, starlings, and blackbirds, at JAMES WELCH'S, Circular Quay.

SPRING CART, for SALE, very cheap. Mr. COWAN, Reiby Cottage, near Post Office.

TO be SOLD, a snug Business, with shop, and House of five rooms, in a country town, near a railway station. Apply to Mr. L. BERGIN, 376, George-street.

MANILA PADDLES.—Two very handsome ones for SALE, at 67, Crown-street, Woolloomooloo.

BEST CAPE BARLEY.—A very clean sample. WALKER and SON, York-street.

SEED OATS.—Prime Seed Oats, of excellent quality. WALKER and SON, York-street.

SEED BARLEY.—Prime Cape Barley, fit for seed. WALKER and SON, York-street.

GALVANIZED IRON Tanks, from 300 to 2000 gallons, at PARTRIDGE'S Guttering and Ridgecapping Manufactory, 103 and 105, Bathurst-street East, late Wright's Brewery.

MAIZE for SALE. Apply to NORTHWOOD and CO., Baltic Wharf.

TWO-HORSE Steam Engine, Chaff Cutter, and Corn Cracker, for SALE. STEPHEN NUTTER, Baltic Wharf.

MOULDINGS, Architraves, Skirtings, &c., &c., at greatly reduced prices. GOODLET and CO., Erskine-street and Parramatta-street.

100,000 FEET Baltic, American flooring and lining boards. ROLFE, Circular Quay.

100,000 FEET Baltic and Oregon deals, boards. W.H. ROLFE, Circular Quay.

120,000 FEET sawn Cedar, doors, sashes, mouldings. ROLFE, Circular Quay.

90,000 FEET Clear pine, all thicknesses; pickets, &c. ROLFE, Circular Quay.

200,000 FEET Colonial hardwood, shingles, battens, laths. ROLFE, Circular Quay.

COALS, COKE, FIREWOOD, cut or uncut; Charcoal and Breeze, always on hand. Depot—A. A. Company's Wharf, Miller's Point. Offices—Commercial Chambers, opposite the Exchange. DUGUID and MANSON.

GOOD SEED POTATOES, cheap, for SALE. Apply to JAMES ISBESTER and SON, Phœnix Wharf.

1,000,000 (ONE MILLION) FEET TIMBER, of every description, at lowest prices. W. FAIRFAX and SON.

COTTAGES, complete, from £40 and upwards, ready for immediate erection. W. FAIRFAX and SON.

50,000 BEST Bangor Slates, at greatly reduced prices. BROOMFIELD and WHITAKER.

500,000 FEET White, Pitch, and Oregon Pine tongued and grooved boards, doors and sashes.

300,000 FEET Clear Pine planed, ½, ¾, 1, 1¼, 1½, 2 inches; H. T. shingles.

150,000 FEET Pitch Pine, Oregon, and Colonial W. Boards, Palings, Battens, Pickets.

500,000 FEET Colonial Hardwood and 6-feet Palings. BROOMFIELD and WHITAKER.

600 CASKS Plaster of Paris and best Portland Cement. BROOMFIELD and WHITAKER.

TO CABINETMAKERS, &c.—Turned work of every description at ROLFE'S Timber Yard, Circular Quay.

WANTED, the Public to know that Carts, Drays, Barrows, &c., are always on hand at ENEVER'S, wheelwright, 516, George-street, opposite Police Court Gate,—warranted.

WEATHERBOARD COTTAGES and STORES, any dimensions, [illegible] Patent wood roofing, extra strong, of the best materials, wet, suitable to any [illegible] 1½ inch thick, impervious to heat or post. [illegible] climate, at moderate rates. Terms per [illegible] FAIRFAX and SON.

2000 DOORS and Glazed Windows. GOODLET and CO., Erskine-st., and 7, Parramatta-st.

5000 BALTIC and Oregon Deals, solid and cut to order. GOODLET and CO.

50,000 BANGOR Slates, cheap. GOODLET and CO., Erskine-street, and 7, Parramatta-street.

75,000 FEET Baltic and American Flooring, G. and T., very cheap. GOODLET and CO.

25,000 FEET Architraves, Moulding, and Skirting, very cheap. GOODLET and CO.

50,000 FEET Dressed Weatherboards. GOODLET and CO., Erskine-street, and Campbelltown.

SHEEP for KILLING.—GARLAND and BINGHAM have FOR SALE—

2000 very prime wethers, the pick of 4500, all full fleeced, and ready for the butcher
1400 prime fat maiden ewes, 3½ years old, full fleeced, in splendid order
600 really fine-woolled rams.
Also, 40 brood mares, selected from a first-class herd.
And quiet well-bred saddle horses.

115, York-street.

BREEDING SHEEP.—5000 Ewes.—GARLAND and BINGHAM have FOR SALE—

1000 maiden ewes
1000 2½-year ditto
1000 3½-year ditto
1000 4½-year ditto
1000 5½-year ditto

deliverable on or about the 1st of February. All sound good sheep, and picked from one of the best stations on the Darling Downs. Terms, liberal; price, moderate.

115, York-street.

8000 PRIME SHEEP, deliverable on the Namoi. GARLAND and BINGHAM have FOR SALE—

4000 wethers
4000 ewes.

115, York-street.

2000 WETHERS, deliverable on the Namoi—GARLAND and BINGHAM have FOR SALE—

2000 very prime store wethers.

115, York-street.

CATTLE FOR SALE.

1200.—GARLAND and BINGHAM have for SALE twelve hundred head of prime well-grown Store Cattle, ages two to six—two-thirds males, one-third fat females—deliverable at the junction of the Lachlan and Murrumbidgee. Terms, liberal.

115, York-street.

TO BE DISPOSED OF, a small Drug Business in the country. For particulars apply to Mr. CODNER, Brickfield-hill.

STOCK AND STATION for SALE, by private contract, situated on the Lachlan River, 30 miles from Yass, and 50 miles from Goulburn. The station has a frontage on both sides of the river, and is capable of maintaining 6000 to 7000 sheep at all seasons of the year, or as many cattle in proportion to the sheep. There are five lots of land purchased on different parts of the run, so that it commands an extensive back run on the west side of the river, with an abundance of water at all times of the year. The present proprietor has been twenty years on the same station, and has never seen any want of water during that time, and can with safety recommend it as a good healthy sheep run; the proprietor having never had any disease of any sort whatever amongst his sheep on the said run. The improvements on the different lots of land are as follows:—

LOT 1.—30 acres, called the Bald Hill, with good slab hut and hurdles.

LOT 2.—30 acres, cleared and fenced, with hut, and a good slab barn or shed for shearing, with yards, hurdles, &c.

LOT 3.—32 acres; twelve acres cleared and fenced, and under cultivation.

LOT 4.—47 acres. No improvements.

LOT 5.—32 acres. No improvements, but an excellent run for two flocks of sheep.

All the above land was selected for cultivation, and will make excellent farms.

THE STOCK consists of 820 ewes, now lambing, the best half of them their first lamb—the other half on their second and third lambs; 930 hoggets, half male and half female; 56 good rams, from two to five years old. There will be near 600 lambs, no doubt, when done lambing—2400 sheep, more or less. Also, 200 head of cattle, more or less. There are 20 broken-in cows in the lot; also, 50 head of horses, consisting of mares, colts, and fillies; the mares are a very good description to breed from.

The stock will be sold with or without the station, and will also be open for SALE by private contract until the 20th of December next.

All communications by post will be punctually attended to, by addressing to JOHN TAYLOR PRESTON, Denbigh Grove, Fish River, near Yass.

N.B.—There is also a Station with 640 acres of land, the above proprietor holds at an easy rent, and the purchaser can have the same advantage, if required. It joins the above run, and will enable him to run from two to three thousand sheep more than specified above.—J.T.P.

A HOUSE and SHOP to LET, situated in King-street. Inquire at Mr. BURLEY'S, King-street, No. 74.

APARTMENTS to LET, 368, Castlereagh-street, near Liverpool-street.

A REDUCED RENT.—To LET, in Palmer-street, a House of four rooms, with kitchen and cellar; water laid on. Apply to Mr. TURTON, corner of Palmer and Liverpool streets.

A GOOD Laundress, Competent Nurse, Useful Servants for hire at Mrs. CAPP'S, 125, King-street.

A VACANCY.—A Drawing-room and Bedrooms, suitable for a family, at 14, Elizabeth-street.

A FAMILY, having a son, would be glad to accommodate a young lad, who will share the same bedroom; terms, £1 1s. per week. Address M, care of Mr. Horner, William-street, Woolloomooloo.

A GENTLEMAN, having a larger House than he requires, would be glad to meet with a party willing to make an exchange. Address X Y Z, Post Office.

A PUBLIC-HOUSE to LET, situate in a thickly populated neighbourhood, and the oldest established house in the district. Goodwill very moderate—the present proprietor being forced to relinquish business from circumstances over which he has no control. The above being a genuine offer, none but principals need apply, and the earlier application is made the more advantageous it will be to the intending purchaser. For further particulars enquire on the spot, at the Railway Inn, Bank-street, Chippendale.

BOARD and RESIDENCE, at Mrs. ELDER'S, 294, Castlereagh-street, near Park-street; stabling.

BOARD and RESIDENCE at Mrs. G. WEST'S, Jun., 202, Palmer-street, Woolloomooloo. Terms, moderate.

BOARD, or Partial Board, &c., for Ladies engaged during the day, in a family. 225, Castlereagh-street.

BOARD and RESIDENCE for respectable Men, at Mrs. NORRIS', 37, Stanley-street, Woolloomooloo.

BALMAIN.—To LET, an excellent Family House, containing five large rooms and kitchen, with well of water on the premises. Rent at a reduced rate to a permanent tenant. Apply at the Phœnix Wharf.

COMFORTABLE Cottages to LET; taxes paid, water laid on. WHITTELL'S Coal Yard, Bathurst-street.

DELECTABLE COTTAGE, Newtown.—To be LET, and may be entered on immediately, this delightfully situated residence. It is within a few yards of the Newtown Toll-gate, and contains every necessary accommodation for a genteel family. Apply to W. R. TEMPLETON, Esq., City Solicitor, Sydney.

NORTH TERRACE, Macquarie-street.—To LET, one of Mr. FAIRFAX'S new Houses, in the terrace.

NORTH SHORE.—To LET, a six room verandah Cottage, with entrance-hall, pantry, store-rooms, cellar, dock, &c., abundance of wood and water, pleasantly situated near the Church. D. F. POCKLEY, North Shore.

NORTH SHORE.—TO LET, in Mount-street, the Cottage at present occupied by Dr. Ward; four rooms, besides outbuildings. For terms and particulars apply on the premises.

RESPECTABLE Board and Residence for a Lady; no other boarders. 17, Argyle-place, Lower Fort-street.

TO LET, with immediate possession, a first-class family Residence, situated at the corner of Kent and Druitt streets; the house contains eight large and lofty rooms, a cellar and yard attached, a small tenement in Druitt-street, kitchen, and out-houses, water laid on. For particulars apply to ISAAC LEVEY, 1, Wynyard-square.

TO LET, in Jesmond-place, opposite the Wesleyan Chapel, Surry Hills, a House, containing four rooms, kitchen, and servant's room, with garden and well of water. Also, the Cottage lately occupied by R. Gill, Esq., at Newtown; four rooms, kitchen, and servants' room, with about one acre of ground. Apply to T. COWLISHAW, Surry Hills.

TO LET, those Premises in Macquarie-place now occupied by Mr. James Lunn, coffee manufacturer, well adapted, by its position near the Circular Wharf, for any commercial business in connexion with the shipping interest. It has one large shed, fitted up with stalls, racks, and mangers, formerly used as a livery stables. Apply to Mr. LUNN, on the premises, or at the cooperage of JOHN WILLIAMS, Macquarie-place and New Pitt-street.

TO BE LET, at Petersham, a Cottage of four rooms, with 3½ acres of land. It is about 400 yards S. E. from Ward's Inn. Apply to JOHN ALEXANDER, 64, Margaret-street.

TO BE LET, with immediate possession, the House No. 197, Macquarie-street North, opposite the Bourke Statue. It contains a suite of dining and drawing rooms, 7 airy bedrooms, wine cellar, kitchen, coach-house, 2-stall stable, large paved yard, water laid on, and every other conceivable convenience. Apply to Mr. T. MAC CULLOCH, 24, Elizabeth-street.

TO LET, at Balmain, a Seven-roomed House. Apply to Mr. MADER, George-street. Rent, £60.

TO BUTCHERS and others.—To LET, one of the largest and best situated premises in the city, suitable for any business, known as Kosten's Pork Butchering Establishment, No. 226, Pitt-street, opposite Farmer, Williams, and Giles. For further particulars apply on the premises, of Mr. C. C. Gold.

TO LET, a House with five rooms, with water laid on and taxes paid, in Charlotte-street, between Liverpool-street and Francis-street. Apply at the shop next door.

TO LET, with immediate possession, the Gothic Cottage on the Glebe Road, near Hereford House. Apply to HENRY WOOLLEY, Esq., 1, Hereford's Cottages; or HENRY T. FOX, Fort-street.

TO DRAYMEN, Cart or Omnibus Proprietors.—TO LET, with immediate possession, Stabling sufficient for ten horses, Coach-house, Dwelling, and large Yard, Shed, &c., situated in Druitt-street, adjoining Mr. Arthur's coach-builder. For particulars apply to ISAAC LEVEY, 1, Wynyard-square.

TO LET, a large Furnished Room, in a healthy situation; no other lodgers. Reference required. H., box, HERALD Office.

TO LET, Two Shops, opposite the Police Office, George-street. Apply to Mr. JOHN GREER.

TO LET, a Two-roomed House in Robin Hood-lane. Apply next door.

TO LET, the House, 106, Crown-street, Woolloomooloo, containing six rooms; with water laid on. Rent very moderate. Apply to Mr. BARDWELL, opposite; or at the Phœnix Wharf.

TO LET, a House, No. 144, Victoria-street, near Orwell House, containing five rooms, &c. Apply to Mr. THOMAS, next house; or to JOHN SELLAR, 58, Surry-street.

TO LET, a Butcher's Shop in Pitt-street, opposite Moffitt's. Apply 178, Pitt-street.

TO DRAYMEN.—To LET, comfortable Cottages and stables. WHITTELL'S coal yard, Bathurst-street.

TO LET, Shop in George-street, near the Old HERALD Office, lately occupied as a chemist's. Apply to WYATT, BROTHERS, Pitt-street.

TO LET, an Office, in Castlereagh-street, near the Supreme Court. Apply 156, Pitt-street North.

TO LET, a House, 4 rooms, kitchen, water, and balcony. Enquire 32, Denham-street, Surry Hills.

TO LET, that Family Residence, No. 5, Victoria-terrace Miller's Point. STOKES and CO., 205, George-st.

TO LET, a Store at Campbell's Wharf, containing two floors. Enquire of P. TALBOT, Circular Quay.

TO LET, in George-street, opposite the old HERALD Office, Stores and Shops, with very commodious rooms above, suitable for a wholesale, retail, or manufacturing business. Apply to Mr. PHILLIPS, on the premises.

TO LET, a good Business Premises, near the Railway Terminus, consisting of superior Two-floored Stores, with cottage residence, stable, coach-house, hayloft, closet, and yard, with water laid on, all in thorough repair, in the rear of Nos. 388 and 390, Pitt-street North, near the Sugar Works. The terms to a permanent tenant will be moderate. Apply to Mr. PLOMER, 418, Castlereagh-street.

TO LET, in Derwent-street, Glebe, a Brick Cottage, containing two rooms and kitchen. Apply to J. J. LIVINGSTONE, at the Circular Quay Timber Yard.

TO LET, Newington House, on the Parramatta River, accessible to Sydney by rail five times, or steamboat three times a day, within the hour. It is well suited either for a private family or large boarding school; there are two dining rooms, 24 feet square, large drawing and dining rooms 35 x 20 feet each, large breakfast room and library, large verandah, with extensive views of the river and surrounding country; pantry, store, cellars, 9 spacious bedrooms, kitchen, laundry, coachhouse, stables, large garden, well stocked with fruit trees; excellent water, shrubberies, and lawn; a run of from 20 to 60 acres, well fenced; a good place of health. Application to be made either to E. J. BLAXLAND, Esq., on the estate; or to Mr. J. F. STAFF, auctioneer, commission agent, Parramatta.

TO LET, a Detached House, near Railway Station, Newtown, five rooms, kitchen, servants' room, wash-house, and out-offices, with abundance of good water. Apply to W. BAILEY, builder, on the premises.

TO LET, a House and Shop, George-street, near Liverpool-street. Apply to R. BIONIE, Brickfield-hill.

TWO NICE ROOMS, with balconies (bed and sitting room), situated in the healthiest part of Surry Hills, in the house of a private family, where there are no other lodgers at present vacant; terms, moderate. B. J., HERALD Office.

VACANCY for two Gentlemen, No. 6, Burdekin-terrace.

WANTED, a Respectable Boarder, a room to himself. Terms, one guinea per week, 260, Clarence-st. South.

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